

AGENDA WESTMINSTER TRAFFIC COMMISSION

CITY COUNCIL CHAMBERS - 8200 Westminster Blvd. Tuesday, April 24, 2012 - 6:00 PM

OPENING

- A. Salute to the Flag
- B. Roll Call: Commissioners: Carey, Cruz, A. Nguyen, L. Nguyen & Robbins
- C. Approval of Minutes April 24, 2012

If a challenge is made by any party in court from actions arising out of items under consideration, you may be limited to raising only those issues you or someone else raised at the meeting described in this notice or in written correspondence delivered at the meeting or prior thereto.

II. ITEMS TO BE CONSIDERED

- A. Election of New Chairperson and Vice Chairperson
- B. T.C. 79-111
 Request to Install All-Way Stop Signs at the Intersection of Chinook
 Avenue and Cascade Street (Currently a Two-Way Stop)
- C. T.C. 74-186

 Update of the Engineering and Traffic Surveys for Bolsa Chica Road between Garden Grove Boulevard Rancho Road, Westminster Boulevard between Bolsa Chica Road Springdale Street, and Bolsa Avenue between Beach Boulevard Magnolia Street
- III. NEW BUSINESS
- IV. OLD BUSINESS
- V. INFORMATION AND REPORTS
- VI. ORAL COMMUNICATIONS
- VII. WRITTEN COMMUNICATIONS
- VIII. ITEMS COMMISSIONERS/STAFF MAY WISH TO DISCUSS
- IX. ADJOURNMENT

DECLARATION: This agenda was posted on the Bulletin Board outside of the Council Chambers, where completely accessible to the public, at least 72 hours in advance of the Traffic Commission. Veronica Johnson, Secretary

Any writings or documents provided to a majority of the Traffic Commission members regarding any item on this agenda will be made available for public inspection at the public counter at City Hall located at 8200 Westminster Blvd., Westminster, CA during normal business hours.



WESTMINSTER TRAFFIC COMMISSION Minutes of the Regular Meeting

City Council Chambers, 8200 Westminster Blvd. Tuesday – April 24, 2012 at 6:00 pm

CALL TO ORDER A regular meeting

A regular meeting of the Westminster Traffic Commission was called to order by Chairman A. Nguyen on Tuesday, April 24, 2012 at 6:09 p.m. in the City Council Chambers, 8200 Westminster Boulevard, Westminster, California.

SALUTE TO FLAG

Commissioner Carey led the members of the audience in the Salute to the Flag.

ROLL CALL

Commissioners Present: Andrew Nguyen, Diana Carey, Linh Nguyen, and Gilbert Cruz

Commissioners Absent: Ken Robbins

Staff Present: Adolfo Ozaeta, Associate Civil Engineer; Corporal Lauderback and Lieutenant Vu, Police Department and Veronica Johnson, Secretary.

APPROVAL OF MINUTES

The minutes of the Traffic Commission's regular meeting of January 31, 2012 were approved on a motion by Commissioner Carey, seconded by Commissioner L. Nguyen (3-0), with Vice Chairman Robbins being absent and Commissioner Cruz abstaining.

ITEMS TO BE CONSIDERED

The first item to be considered at this evening's meeting was the Election of a New Chairperson and Vice Chairperson

ELECTION OF CHAIRPERSON

The election of a New Chairperson and Vice Chairperson was deferred to the next meeting due to a lack of a full Commission on a motion by Commissioner Cruz, seconded by Commissioner Carey (4-0) with Vice Chairman Robbins being absent.

T.C. 77-142 Bishop Avenue

The second item to be considered was T.C. 77-142-Request for On-Street Disabled Parking at 8701 Bishop Avenue.

Mr. Ozaeta informed the Commission that he had received a written request from Mr. Tomas Sanchez of 8701 Bishop Avenue requesting the on-street disabled parking. Mr. Sanchez's son has special needs which required him to purchase an oversized vehicle to be able to transport him in his wheelchair. The van does not properly fit in the

driveway and it is therefore necessary to park the vehicle in the street.

The City of Westminster's Standard Plan requires that residential streets with parking be a minimum of 36 feet wide and each approach shall consist of a ten for travel lane with an eight foot curb parking lane. Mr. Sanchez's oversized vehicle is 94 inches wide; fitting with the eight foot parking lane required. There would be no impact to parking in the neighborhood.

STAFF'S RECOMMENDATION

RECOMMENDATION Staff's recommendation was for the approval of the installation of on-street disabled parking at 8701 Bishop Avenue.

Chairman A. Nguyen opened the public hearing.

Tomas Sanchez, 8701 Bishop Avenue, spoke in favor of the installation. With the help of Mr. Ozaeta's translation, Mr. Sanchez expressed his need to park a small bus in order to transport his son, who has Spina Bifada, to and from medical appointments and in case of emergencies. Mr. Sanchez also explained that he had previously written a letter to OCTA for their assistance and they were unable to accommodate him. He also had enlisted the services of a medical transport, but they would show up late or sometimes not at all. There are times he needs to transport his son quickly and would be unable to wait for an ambulance.

Chairman Nguyen questioned if it was legal to park this type of vehicle in the street and what would happen on street sweeping days. Corporal Lauderback replied that the vehicle would still need to move on street sweeping days, as far as being legal, further investigation would have to take place.

Commissioner Carey mentioned that she had driven the subject area about 10am on a Saturday. She did not see any problem with vehicles being about to pass by the oversized vehicle. She did mention a palm tree in the parkway that might cover a sign if placed.

Commissioner Cruz inquired how the vehicle compared to a regular parking space; will the City be notified if the space is no longer needed; and is the resident aware that an on-street disabled parking space would not be for the exclusive use of the homeowner. Mr. Ozaeta replied that the vehicle in question fits within the standard parking block and the resident was aware that the space is open to all people with a disabled parking placard; the resident was not concerned about it. He further noted that he did receive two phone calls about the item but they were questioning the location and were not opposed. Ms. Johnson added that every two years, staff sends out letters to all residents that have been granted an on-street disabled parking space to inquire if it is still needed; those that are not, are removed.

The question was raised about what the Municipal Code was in regards to parking an RV on the property. Mr. Ozaeta responded that he would inquire about that.

Commissioner L. Nguyen questioned if an owner of an RV could park in front of their home. Lieutenant Vu answered that in accordance with the new parking ordinance they would be in violation.

Commissioner A. Nguyen commented that large vehicles block visibility, what if the neighbors complain about sight visibility. Mr. Ozaeta responded that there are no height limitations or any mechanism to enforce height limitations. Lieutenant Vu added that a regular vehicle would impact sight visibility out of a driveway the same as a large vehicle. Commissioner Carey further added that the neighbor's driveway is far enough away that sight visibility should not be impacted.

MOTION

Commissioner Cruz moved to approve staff's recommendation to install on-street disabled parking at 8701 Bishop Avenue, seconded by Commissioner Carey.

VOTE

The motion was carried by a 4-0 vote, with Vice Chairman Robbins being absent.

ORDINANCE 2493

Lieutenant Vu gave a brief overview of the new parking ordinance that was approved by Council. The four main points were:

- Vehicles could only park on City streets for 72 hours and would then have to move a minimum of 350 yards.
- RVs are allowed to be in City streets for 24 hours only if they are loading or unloading.
- Non-motorized trailers must be attached to a vehicle and must move once loading or unloading is complete.
- Large/Oversize vehicles, except public transportation and RVs (for 24 hours), are prohibited from parking on City streets except while they are in the process of making a delivery.

04-24-12-3

NEW BUSINESS There were no "New Business" items presented to the

Commission at tonight's meeting.

OLD BUSINESS There were no "Old Business" items presented to the

Commission at tonight's meeting.

INFORMATION & REPORTS

Commissioner Carey gave an update on the I-405 project. She stated that they are currently reviewing the Environmental Report and are scheduling public meetings

mid April to June.

ORAL

COMMUNICATIONS Commissioner L. Nguyen asked if there was a general plan

for billboards in the City. Mr. Ozaeta said he would inquire

and inform him of the answer.

WRITTEN

COMMUNICATIONS There were no "Written Communications" items presented

to the Commission at tonight's meeting.

ITEMS
COMMISSIONERS
MAY WISH TO
DISCUSS

There were no "Items Commissioner May Wish To

Discuss" items presented to the Commission at tonight's

meeting.

ITEMS STAFF MAY WISH TO DISCUSS

There were no "Items Staff May Wish to Discuss" items

presented to the Commission at tonight's meeting.

ADJOURNMENT There being no further business to come before the

Commission at this time, the meeting was adjourned at

7:09 p.m.

Respectfully Submitted,

Veronica Johnson Secretary May 29, 2012

TO:

Traffic Commission

SUBJECT:

T.C. 79-111

Request to Install All-Way Stop Signs at the Intersection of Chinook Avenue and Cascade Street (Currently a Two-Way Stop)

RECOMMENDATION:

That the Traffic Commission deny the request for all-way stop signs at the intersection of Chinook Avenue and Cascade Street. The intersection would remain stop-controlled along Cascade Street only.

DISCUSSION:

Staff received a written request from Ms. Natalie Mercado (6182 Chinook Avenue) to install all-way stop control at the intersection of Chinook Avenue and Cascade Street. Ms. Mercado is concerned with speeding along Chinook Avenue and the safe crossing of pedestrians at the subject location.

A similar request was presented to the City of Westminster Traffic Engineering Division in March 2009, by Ms. Miller, for the installation of all-way stop signs at the intersection of Chinook Avenue and Cascade Street. This matter was considered by the Traffic Commission on May 26, 2009; the request was denied. Instead the "25 MPH" speed limit advisory signs and the "Radar Enforced" signs were installed as speed deterrents.

Staff performed several site visits to observe the traffic conditions of the streets in question, researched the accident records, performed speed surveys and conducted traffic counts at the study intersection as part of the engineering analysis.

Exhibit A illustrates the traffic control devices currently in place throughout the study area. The intersection of Chinook Avenue and Cascade Street is currently uncontrolled along Chinook Avenue and stop-controlled along Cascade Street.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) Guidelines recommend that the following criteria be considered for a multi-way stop sign installation:

A. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation.

B. Minimum Volume

- 1. The total vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
- 2. The combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches (total of both approaches) average at least 200 vehicles per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.
- C. If the 85th percentile speed of the major street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values in Criteria B.

D. Where no single criterion is satisfied, but where Criteria A and B are both satisfied to 80 percent of the minimum values; Criteria C is excluded from this condition.

There have been no reported accidents at the intersection of Chinook Avenue and Cascade Street since the year 2007, according to police records. A total of 5 accidents are required by the CA MUTCD before a traffic control device is warranted.

The total traffic volume at the intersection does not warrant the installation of all-way stop signs. Based on traffic counts collected by the Traffic Engineering Division, it was determined that neither street services a significant number of vehicles as defined by state/federal guidelines. The single highest hourly volume at the intersection of Chinook Avenue and Cascade Street is 166 vehicles, only 33% of the minimum required hourly volume. A minimum of 500 vehicles per hour for any eight hours of a day are required by the CA MUTCD.

The 85th percentile speed along Chinook is approximately 34 miles per hour; 9 miles per hour higher than the posted speed limit of 25 miles per hour. Neither street exceeds the critical speed of 40 miles per hour established by the CA MUTCD.

Based on the CA MUTCD, the decision to install multi-way stop control is based on an engineering study. Stop signs should not be used for speed control, but when installed, should be installed in a manner that minimizes the number of vehicles having to stop.

Many believe that installing a stop sign at an intersection will control speed along the roadway. Studies have shown that unwarranted stop signs can actually create other problems both at the intersection and along the roadway. When unwarranted stop signs are used, drivers must stop more frequently. Thus, they tend to drive faster between intersections in order to save time. Unwarranted stop signs also encourage disobedience and the use of alternate, inadequate routes.

The intersection of Chinook Avenue and Cascade Street does not meet the warrants for all-way stop control. Staff recommends that the Traffic Commission deny the request for all-way stop signs.

Residents were notified of tonight's meeting.

Respectfully submitted,

Marwan Youssef, Ph.D., P.E.

Public Works Director/City Engineer

By:

Adolfo Ozaeta, P.E., T.E.

Traffic Engineer

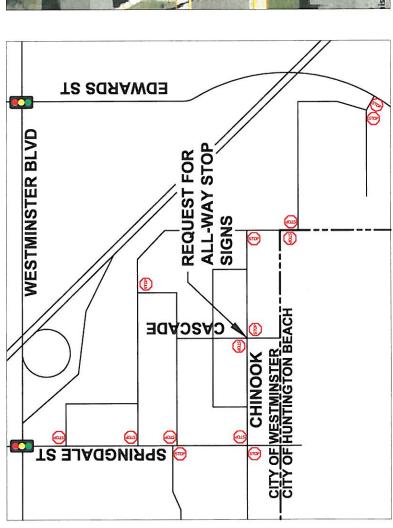
Attachments:

Exhibit A, Traffic Count Summary Radar Speed Distribution Sheet Traffic Collision History Report All-way Stop Warrant Analysis Worksheet

Request Letter/Petition



REQUEST FOR ALL-WAY STOP SIGNS CHINOOK AVENUE AND CASCADE STREET



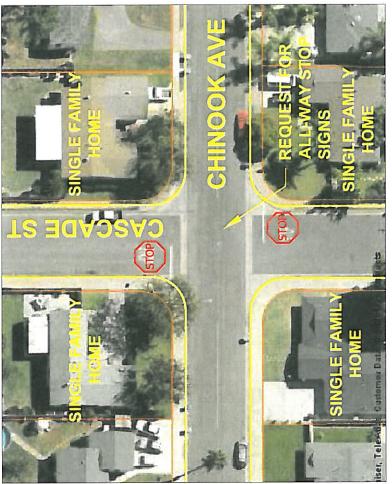


EXHIBIT A





SIGNALIZED INTERSECTION

STOP SIGN CONTROLLED APPROACH

Chinook Avenue and Cascade Street Traffic Count Summary - Peak Day

	j		Cascade Street)	Chinook Avenue		
Date	ıme	Northbound	Southbound	Total	Eastbound	Westbound	Total	Total
5/16/2012	03:00 PM	23	8	31	78	57	135	166
5/16/2012	07:00 AM	17	24	41	80	25	105	146
5/16/2012	04:00 PM	14	12	26	62	54	116	142
5/16/2012	05:00 PM	12	12	24	99	44	110	134
5/16/2012	02:00 PM	22	14	36	56	31	87	123
5/16/2012	06:00 PM	ω	7	15	62	37	66	114
5/16/2012	12:00 PM	10	10	20	59	34	93	113
5/16/2012	07:00 PM	ω	4	12	54	43	97	109
5/16/2012	09:00 AM	16	12	28	48	22	70	86
5/16/2012	11:00 AM	16	တ	25	48	24	72	97
5/16/2012	08:00 AM	14	9	20	20	26	92	96
5/16/2012	01:00 PM	18		29	34	21	55	84
5/16/2012	10:00 AM	10	9	16	44	23	29	83
5/16/2012	06:00 AM	14	9	20	35	16	51	71
	08:00 PM	,	4	2	29	24	53	28
5/16/2012	09:00 PM	က	4	7	27	20	47	54
5/16/2012 05:00 AM	05:00 AM	æ	_	6	14	5	19	28
5/16/2012	04:00 AM	2	2	4	=	2	13	17
5/16/2012	10:00 PM	2	2	4	4	80	12	16
5/16/2012	11:00 PM	4	0	4	4	5	တ	13
5/16/2012	12:00 AM	2		က	2	0	2	5
5/16/2012	03:00 AM	1	0	-	2	-	3	4
5/16/2012	01:00 AM	τ-	_	2	_	0	_	က
5/16/2012	02:00 AM	-	0	-	2	0	2	က
Daily Tota	Total	227	156	383	872	522	1394	1777

CITY OF WESTMINSTER

Chinook Ave BETWEEN Springdale and Willow

DATE: 5/16/2012 SURVEY BY: HP
TIME: 3:15 PM - 4:15 PM CHECKED BY: AO

				VIL				<i>)</i>			ИΒΙ	ER			HICI			LOIL				10000			CUM.
SPEED					5					10					15		22		20			25	VEH.	PCT.	PCT.
60										440		4			NO 15								0	0.0%	100.0%
															1170							1830	0	0.0%	100.0%
					10018					Sec.												Light	0	0.0%	100.0%
					REF						5656				339		Ι						0	0.0%	
			4000		200					are					TO BY		T						0	0.0%	100.0%
55	i				SIL																		0	0.0%	100.0%
					100														200				0	0.0%	100.0%
	- 6				Wells														Elle				0	0.0%	100.0%
					1488					1000												1966	0	0.0%	100.0%
					The state of				2555						H				M				0	0.0%	100.0%
50					THE ST																	Electric 1	0	0.0%	100.0%
					1200					(Z)									100			1000	0	0.0%	100.0%
																			MIN			1708	0	0.0%	100.0%
	2000				FERR										1311							22-0	0	0.0%	100.0%
																							0	0.0%	100.0%
45															269				200			1888	0	0.0%	100.0%
					486					BE					ELLI.							Balla	0	0.0%	100.0%
					1024																		0	0.0%	100.0%
					ELF.					FUR!							T					833	0	0.0%	100.0%
. [badi	3 10			180			650	0	0.0%	100.0%
40	X				18			Ĭ.		des												1528	2	1.8%	100.0%
	Х	X			SET												T		2327				2	1.8%	98.2%
																	T		HE			5099	0	0.0%	96.4%
	X	X																					3	2.7%	96.4%
	X	X			540			e.		100							Т					202	4	3.6%	93.6%
35	X	Χ	X	Х	266										488				183			2027	4	3.6%	90.0%
	X	X	X	Χ	Х	Х	Χ	X	X	X					ST					r Halland Salah		Elit	10	9.1%	86.4%
	X	X	Χ	X	X	X	X	Χ	Χ						(B)		T					1800	9	8.2%	77.3%
	X	X	Χ												18:55							200	3	2.7%	69.1%
[X	Χ	X	X	X	X	X			63												1523	7	6.4%	66.4%
30[X	X	X	X	X	X	Χ	X	X	X	X				Lucia		Т		199			\$ 550 W	11	10.0%	60.0%
[X	Χ	Х	X	X	X	X	X									Т		W.				8	7.3%	50.0%
	X	X	Χ	X	X	X	X	X	X	X				1.00	224	2010			18			Dis.	10	9.1%	42.7%
1 [X	X	X	X	688					100					N/A							6/8/	4	3.6%	33.6%
	X	X	Χ	Х	X	X	Χ	Х	Χ	X	X						\top				10		11	10.0%	30.0%
25		X	Χ	Χ	X	X	Х	X									T					18:31	8	7.3%	20.0%
	X	X	X		100														20				3	2.7%	12.7%
	X	X	X		X	X	X										T	8				9,8	7	6.4%	10.0%
	X	X	X	X	Fig.					E R							Т					955	4	3.6%	3.6%
[[iiia									180			T		199				0	0.0%	
20														- 8	638		T					140	0	0.0%	0.0%
[MA					198					132								0	0.0%	0.0%
] [0,-25								149			3583	0	0.0%	0.0%
[384		- 8								0.00		T						0	0.0%	0.0% 0.0%
[Har					A Est					1788								0	0.0%	0.0%
15					UK.										£30		Τ						0	0.0%	0.0% 0.0%
	à									7	OT	AL.	VEH	IIC	LES								110		

UPPER LIMIT 10 MPH PACE: 34 MPH

LOWER LIMIT 10 MPH PACE: MPH 25 85th PERCENTILE SPEED: 33.9 **MPH** PERCENT OVER PACE: % 13.6 MEDIAN SPEED: **MPH** 0.0 PERCENT IN PACE: 73.6 % 15th PERCENTILE SPEED: 24.3 **MPH**

PERCENT UNDER PACE: 12.7 %

CITY OF WESTMINSTER

Chinook Ave BETWEEN Springdale and Willow

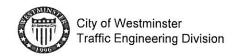
DATE: 5/16/2012 SURVEY BY: HP
TIME: 3:15 PM - 4:15 PM CHECKED BY: AO

	T HVI⊏.	0.10		IS PIVI	CHECK	EDBY: AC	,		
			CUM	MULATIVE PERC	ENT		ĺ		
SPEED		20	40	60	80	100			
60						X	100.0%		
59		la la				X	100.0%		
58		i i					100.076		
200						X	100.0%		
57	İ	6				X	100.0%		
56 55 54 53 52 51						X	100.0%		
55						X	100.0%		
54		- 1				X			
53		1	8			×	100.0%		
50									
52						X	100.0%		
51						X			
50				X		X	100.0%		
49						X	100.0%		
48						x	100.0%		
47						x	100.0%		
40							100.0%		
46					To Mode	X	100.0%		
45			4			X	100.0%		
44						X	100.0%		
43						X	100.0%		
42						X	100.0%		
41		- 1				×	100.0%		
							100.0%		
40		1				X	100.0%		
39		- 1				X	98.2%		
38 37						Х	96.4%		
37			,			Х	96.4%		
36						X	93.6%		
35						Х	90.0%		
24						×	90.076	IDACE	
34						^	86.4%	}PACE	
33					Х		77.3%	PACE -	85PCT
34 33 32 31					X		69.1%	}PACE	
				A STORE A CHARLES AND A CHARLE	Χ		66.4%	PACE	
30				Х			60.0%	}PACE }PACE	
29				X			50.0%	IPACE	
28		- 1		x		1	42.70/	IDACE	
28 27		İ	v	^			42.770	}PACE }PACE	
21			X				33.6%	PACE	
26			X				30.0%	}PACE	
25		X			70 See 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		20.0%	}PACE	
24	X						12.7%	_	15PCT
23	Х		1				10.0%		and the second second
22			1				3.6%		
	X		1		İ				
21			8,907.8.8				0.0%		
20	Λ.		1				0.0%		
19 18	X				I		0.0%		
18	X						0.0%		
17	X	1	I				0.0%		
16	x	- 1	1				0.0%		
15	v					1	0.0%		
[^						0.0%		

UPPER LIMIT 10 MPH PACE:	34	MPH			
LOWER LIMIT 10 MPH PACE:	25	MPH	85th PERCENTILE SPEED:	33.9	MPH
PERCENT OVER PACE:	13.6	%	MEDIAN SPEED:	0.0	MPH

PERCENT IN PACE: 73.6 % 15th PERCENTILE SPEED: 24.3 MPH PERCENT UNDER PACE: 12.7 %

	Killed
	Kil
	lnj
	Primary Cause
	Movement Drac Coll 2
	Dir of Travel 2
	Movement Proc Coll 1
	Mtr Veh Dir of Travel 1
	Mtr Veh
	Type of Coll
	Direction
ade)5/09/2012	District
Chinook / Cascade 03/01/2007 - 05/09/201	Time
	Date
Intersection Only Date	Report Number





ALL-WAY STOP WARRANT

INTERSECTION: Chinook Ave and Cascade St				
If any one of the conditions (1,2,3 or 4) listed below is met and the volume of traffic on the inte approximately equal (5), the intersection may warrant an all-way stop sign installation. Other criteria MUTCD, however, the final determination should be based upon engineering judgment.				
		SATI	SFIED	
 Where a traffic signal is warranted and recommended, and the need is urgent, the all-way stop is an interim measure that can be installed if appropriate. 	YES		NO	V
 A collision pattern exists as indicated by 5 or more reported collisions (in a 12-month period) of a type susceptible to correction* by an all-way stop installation. 	YES		NO	V
*These include right angle as well as right and left-turn collisions.	'0		140	
Correctible Collisions in a 12-Month Period: 0				
3. Minimum Volume:				
 a. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day. 8 Highest Hours Entering Traffic: 842 1 Hour Average: 105 Criteria Met: YES NO 				
	3			
 And b. The combined vehicular, pedestrian and bicyle volume entering from the minor street (total of both approaches) averages 200 or more units per hour for the same 8 hours as in 3a., with an average delay to the minor street vehicular volume of at least 30 seconds per vehicle during the maximum hour. 	YES		NO	V
8 Hours Combined Minor Street Volume and Pedestrians: 205 1 Hour Average: 26 Average Delay: 5 Criteria Met: YES NO But b. When the 85th percentile approach speed of the major street traffic exceeds 40				
miles per hour, the maximum vehicular volume warrant is 70% of the above values.	1			
85th %: 34 MPH 70% Rule Applies? YES NO 4. Where no single criterion is satisfied, but where Criteria 2, 3a and 3b are satisfied to 80% of			200	
the minimum values. Criteria Met: YES NO 🗹	YES		NO	✓ ————————————————————————————————————
5. 24 Hour Traffic Volume 24 Hour Traffic Volume Volume Ratio: Chinook: 1394 Support: The volume ratio should be approximately 1:1 indicating that traffic volumes on the major & minor streets are approximately equal.	YES		NO	V
The all way step warrent is met if any one of conditions 4.2.2 or 4 is met and condition E should		WARR	NTED'	?
The all-way stop warrant is met if any one of conditions 1,2 3 or 4 is met and condition 5 should also be satisfied. If engineering judgement prevails, it should be noted in the comments below. Option: Other criteria that may be considered: If visibility cannot otherwise be addressed, there is a need to control vehicle-pedestrian conflicts (or bicycle) near high pedestrian/bicycle generators, left-turn or right-angle conflicts, or the traffic operation of an intersection of two residential streets of similar design and operational characteristics would be improved by an all-way stop.	YES		NO	V
Comments:	1			
Draw and how the Dham			0.4.5	11:
Prepared by: Hoa Pham Checked by: Adolfo Ozaeta		5/22/2 5/22/2		
- radio ozada	Date.	JIZZIZ	U 1 Z	



May 9, 2012

Adolfo

Traffic Engineering Dept./City of Westminster

Dear Adolfo,

As per our conversation, enclosed is our neighborhood petition for a stop sign at the corner of Chinook Avenue and Cascade Street. There are many young children on our street and we are all concerned about not only their safety, but also the safety of adults. Chinook is used for a shortcut to the mall. When parents are in a hurry to drop off their children at school, they race down the street in a hurry all of the time. When Springdale is backed up, people cut through Chinook. The tow trucks are constantly racing down the street. Two weekends ago a tow truck driver had a car on his bed and was towing another car behind him at the same time and was doing at least 50 MPH. God forbid a child had a lapse of judgment and ran into the street; he would not have been able to stop that heavy load in time. Many neighbors we spoke to said they don't even allow their children to play in the front of their homes because they don't feel safe. That is truly sad. We all feel making a four way stop would make our neighborhood much safer. We know that generally speaking these types of things don't happen until there is a problem. We are trying fix this now so there is NEVER a problem. Thank you very much for your time. Please contact me with any updates or if you require anything further. Please notify as soon as possible with the first meeting date so I can notify my neighborhood as soon as possible. Please call me at 714-357-0065 or email natteluk1972@yahoó.com.

Sincerely Trying to Make our Neighborhood Safe,

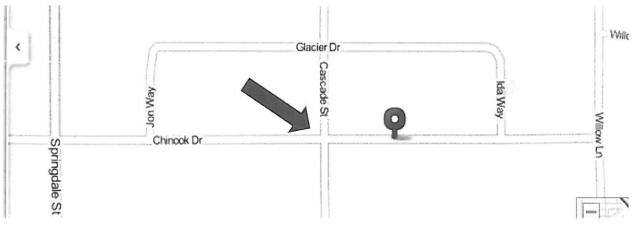
Natalie Mercado

STOP SIGN PETITION March 11, 2012

We, residents of Westminster would like to petition for a 4- way stop sign at the corner of Cascade Street & Chinook Avenue. PArents picking up their children and dropping off their children at the Hebrew Academy are racing down our street at very high speeds. We have a lot of young children in our neighborhood always outside playing and we feel that it is not safe for them. It is also unsafe for residents backing out of our driveways having people racing down our streets so fast. The towing company is constantly speeding down our streets too. We feel that if a 4-way stop sign was put in, our neighborhood would be lot safer. We have petitioned before and it didn't go through. It seems to have gotten worse. The last time we tried petitioning for a stop sign, the patrol officer was monitoring Chinook on a Jewish holiday. That day was not a good day, because the Hebrew academy was closed that day and there wasn't the daily rush for pick up and drop off of children that day. We really need something to slow day the traffic. Chinook Avenue, between Springdale and Willow is a street that is 4 blocks of non stop traffic in a residential area. We really want something put in place to slow it down.

The excessive speeding is outrageous and has been reported to the city and police many times. In order to stop the speeding and have the community be safer is to put a stop sign in both ways.

This petition is important for the community because it could save many lives and stop people from breaking the law.



Address
6211 chinook
622/ Chinook
6152 Chinook
6137 Chinook
(932 6231 612cire)
6102 Chinook
6092 Chinask Are

8 defen Antum	6151 Chinook
9 SUE BAKER	6041 CLACIER
10 Costi GRILLO	14291 WILOW LN
11 Dine Landker	
- 1	wim 6272 honood Are Wostons
13 Chanvon Pages	14300 hoillow lane
14 Tan Royes	14360 Willow Cane
15 Moah Royes	14360 willow Lane
16 Alex Royes	14Bio Willow Lane
17 Les Contractor	14261 Willow Lane
18 Richard Land	La 14761 Willow form
19 Frank GRILLO	14291 Willow
20 Johnny Johns	6071 Chinook
21 Inie Flore	A 6252 Chinook
22 Diton SchillEDGL	6092 CHINGh
23 MIZISTI SCHMEDOG	GOGZCHIND DI
24 STEVEN SCIMEEDE	CO92 CHINOUN
25 Farker Landrom	6272 Chicak Ave
26 Jon GRAVELINE	6221 GLACIER DR
27 hock RAMe	1 19291 JON WAY
28 Alexis Landru	m 6272 Chinook
29 ROBERT COOMES	S 61 6152 CHINOSK
30 Mikaila Coones of	Robert 6152 Chinook ave.
31 Jasper Comes Ro	saling 6152 Chinook ave.
32 Calmel Toduem	10181 CHINOOK AVE.
33 Ernie Flores on beh	alfof Karen 6252 Chinook
34 Ernie Flores on beh	alfof Sophia 6252 Chinook

35 Ennie From on bohalf of Matthew 6252 Chinook 36 Emil Flores on behalf of Francisca 6252 Chinook. 37 Natali Mercad: On betalfof grin Mercado 6182 Chinack Art. 38 Natali Mercado (0182 chase theres 39 Edde Mercado _ 6182 CHINOCK AVENUE. Brithey Pethi 6072 Chinook Ave 41 Mary 6072 Chinark Hue 42 (Kristophychologen C192 Chinook Ava. 6232 CHINOR INE. 43 LANG STANSBURY MATHER 44 [NON/NE MATHOUS Gliel CHONOCK ANE 45 SUM OUNTE MATTERUS (2262 cin Wester ANG 14461 Farvirew LN. 418 402-2177 47 Moe Randin 6298 Chinock. AVE, 714.448-9603 14301 Willow Lane, Westminster 48 Ashly Robinson 14201 Willow Lane, Westminster 49 Tony Robinson 50 Steve Thompson 6231 Chirosk Ave Westmuster 51 HUNA DUY FUI 6191 CHINDOK NOINTO 6172 Chinode Ave Westingston 6131 Chinook Ave, Westminster 54 //icki/ee Blaw 6091 CHINOOK AVE WESTMINSTE 606/ Chinoop are Westninster 55 Wilhelmine lotter 56 Dave Huynh 6022 CHINOOK AUE, WEST MIN STER 6022 CHINOOK AVE, KESTMINSTER, CA9168 57 PHUONG LE 6022 - CHINOOK, AUE WESTMINTER 58 NHE TRAN 6002 Chinook Ave Westing 10112 CHINOOK AN WESTMINSTOCA 60 USA TRUM 6182 Chinool Ave westn. 9268

15-

62 Nataline ranks on behalf on a	Jammyerado Col8h Chiroxe Are.
63 Eddi Merr	6182 Chirook AVA
64 Down Jurns	6172 Glacier Dr.
65 Neepy Canale	6222 6 Jayer Dr
66 Josh Cangle	6222 6) a yer Dr
67 Chery Graveline	6221 Glaclet Dt
68 Tom ymuly	622 Glacier Dr
69 ODIZON TELLEZ	6261 Glacier Da
70 Perla Herrandez	6861 Glavier Dr.
71 Argalia Hade.	6261 Glacier Dr
72 Sge TREAT	14282 IDA WAY
73 With Katz	14292 IDA WAS
74 (AL MORPHEW)	14292 IDA WAY
75 amd Hosseinmard	and both 6211 Chick
76 DAO HONG NGUYFN	6191 CHILNOOK AND
77 RANDY FIELDS	14302 IDA WAY
78 Tima fillas	14302 I da Way
79 JIMMY WEBSTER	6152 GLACIER, 92683
80 Anisch Dalpi	
81 Amisch Daljy on beharf	River Sprikers 6172 Chincole Aveg2633
82' U	JOHNSON U181 Chirook the 9218.
83 lld on behalf of Daywic	Rodriguer GPBI Chirook Ave 921,083
	14461 FAILVIAN LAVE H.B. CA 92647
85 No behalf of th	Ianna Rodriguez (118) CRIT-00/AVE 921083
86 Gabul Coding	6181 CHINOOK AVE 92683
87 Judo do	14461 Fairview WHB 92647
88 hoek 2 Amey	14291 TON WAY WEST

14291 Jon Way Westm 90 SUE 91 6042 Chinook Ave WESTMINSTER CA 92683 6042 Chinoak Are Westminde CA

1

May 29, 2012

TO:

Traffic Commission

SUBJECT:

T.C. 74-186

Update of the Engineering and Traffic Surveys for:

Bolsa Chica Road between Garden Grove Boulevard and Rancho Road

Westminster Boulevard between Bolsa Chica Road and Springdale Street

Bolsa Avenue between Beach Boulevard and Magnolia Street

RECOMMENDATION:

That the Traffic Commission recommend approval of the update of the Engineering and Traffic Surveys for Bolsa Chica Road between Garden Grove Boulevard - Rancho Road, Westminster Boulevard between Bolsa Chica Road - Springdale Street, and Bolsa Avenue between Beach Boulevard – Magnolia Street.

DISCUSSION:

The City has completed the installation of raised landscaped medians on Bolsa Chica Road between Garden Grove Boulevard and Rancho Road, Westminster Boulevard between Bolsa Chica Road and Springdale Street, and Bolsa Avenue between Beach Boulevard and Magnolia Street. The installation of the subject landscape medians requires re-evaluation of the non-statutory speed limits. The lack of an adequate study effectively precludes police officers from using radar enforcement. The intent of this legislation is to protect the public from "revenue speed traps" and requires agencies to set both realistic and safe speed limits. Through adoption of this study, the Police Department will be able to enforce posted speed limits using radar equipment.

These roadways were last surveyed in September 2010, before the landscape median projects were constructed.

City staff, using a calibrated radar gun, conducted speed surveys at the subject roadway segments to determine the existing vehicular travel speeds. A minimum of 100 observations were recorded (50 per direction) on arterial and collector streets during weekday off-peak hours. The data was compiled and then processed to calculate useful statistical information such as the 85th percentile speed, 10 mile per hour pace speed, percent of vehicles within the 10 mile per hour pace, median speed and other related data for analysis.

City staff also performed field observations to determine the new roadway characteristics, conditions, adjacent land uses, pedestrian and bicycle activity, and indentify roadway characteristics that are not readily apparent to drivers.

The following standards have been implemented in the California MUTCD and used in the subject study:

- The speed limit shall be established at the nearest increment of the 85th percentile.
- If the 5 mph reduction is applied, the Engineering and Traffic Survey shall document in writing the conditions and justification for the reduced speed limit and be approved by a registered Civil or Traffic Engineer.

Staff conducted the speed surveys in May 2012 for the aforementioned segments of Bolsa Chica Road, Westminster Boulevard, and Bolsa Avenue and the recommended speed limits are as follows:

Street	Segment	Existing Posted Speed Limit - MPH	85th Percentile – MPH (2012 Survey)	Recomm. Speed Limit - MPH	Comments
Bolsa Chica	Garden Grove/ Westminster	50	52.4	50	No Change
Road	Westminster/Rancho	45	46.4	45	No Change
Westminster	Bolsa Chica/Milan	45	46.2	45	No Change
Boulevard	Milan/Rancho	45	46.4	45	No Change
	Rancho/Springdale	40	41.1	40	No Change
Bolsa	Beach/Newland	40	41.4	40	No Change
Avenue	Newland/Magnolia	40	40.6	40	No Change

Overall results of this study disclose that, with the recommended findings, speed limits on the subject streets are established at proper levels, and that the courts should uphold citations issued through radar enforcement.

Staff recommends that the Traffic Commission approve the revised updates to the 2012 City of Westminster Engineering and Traffic Survey.

Respectfully submitted,

Marwan Youssef, Ph.D., P.E.

Public Works Director/City Engineer

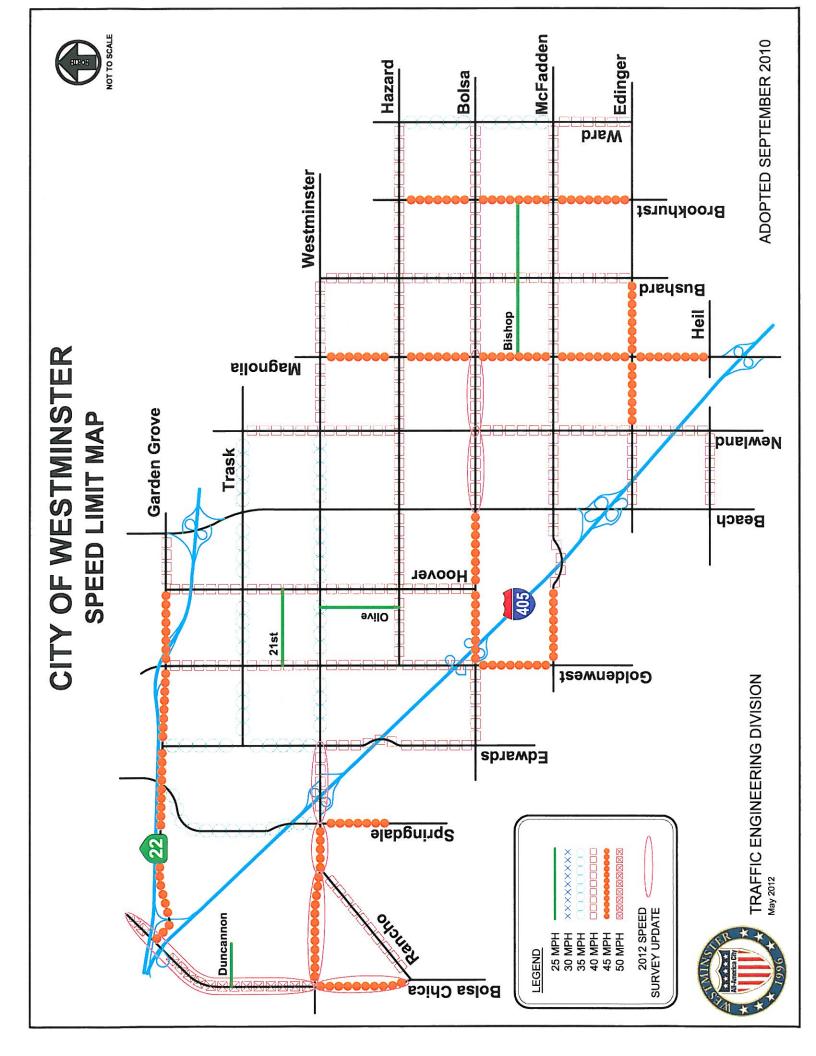
By:

Adolfo Ozaeta, P.E., T.E.

Traffic Engineer

Attachment:

Revised City of Westminster Engineering and Traffic Survey



CITY OF WESTMINSTER

ENGINEERING AND TRAFFIC SURVEY

6 D	$\mathbf{G}\mathbf{N}$	VIII D	
			n

Street Surveyed	Bolsa	From:	Beach	To: N	lewland	
Date	4/25/2012	Day: Wednesd	ay Time: 1	0:00 AM To	11:00 AM	
Weather	⊠Clear	Cloudy	Fog	☐ Hot	⊠Cool	
Posted Speed Limit (MPH)	<u>25</u>	□30	⊠ 35	□ 40	□ 45	□ 50
Number of Lanes	□Two	Three	⊠Four	□Six		
Daily Traffic Volume (ADT)	29,500					
Made	⊠n atau d	Painted	□2WLT			
Median	Raised	25'	∐2WL1			
On-Street Parking	⊠Yes	□No				
Bike Lanes	Yes	⊠No				
Sidewalks	⊠Yes	□No				
Street Lighting	_ ⊠Yes	□No				
Curb and Gutter	⊠Yes	□No				
Number of Driveways	27	_				
•						
OCTA Bus Stops	⊠Yes	□No				
OCFCD, Channel	□Yes	⊠No				
Street Length (FT)	⊠ 2640	□ 5280	Other			
Street Grading	⊠Flat	Sloped				
Truck Route	⊠Yes	□No				
Street Width (FT)	□ 60	□80	□100	⊠ 120	Other:	
Road Condition	□New	\square Good	□Fair	Poor	☐Very Poor	
Mid-block Crosswalks	□Yes	⊠No				
Land Use	⊠Commercial	☐Industrial	Residential	5 W 50		
School	⊠Yes	□No	Name:	Demille ES		
Parks	□Yes	⊠No	Name:	18	Live view	
PAST 2 YEARS ACCIDENT HISTOR	· Y					

Number of Mid-Block Accidents 1 Accident Rate per MVM 0.37 Expected Accident Rate per MVM² 4.95

RECOMMENDED SPEED LIMIT: **40 MPH**

REMARKS:

Change - Based on 85th Percentile, Dense Driveways, School Xing

Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008

² Reference for Expected Accident Rates: 2007 Collision Data on California State Highways (Road Miles, Travel, Collisions, and Collision Rates)

CITY OF WESTMINSTER

BOLSA BETWEEN BEACH AND NEWLAND

DATE: 4/25/2012 SURVEY BY: HP
TIME: 10:00 AM - 11:00 PM CHECKED BY: AO

SPEED				1 11	VIE.	- 100		0.0	-) F		110			ILC	,, <u>, , , , , , , , , , , , , , , , , ,</u>				<u> </u>					CUM.
60 60 60 60 60 60 60 60 60 60	SPEED					5						VIDL	_	J 1	v 🗀			,			20					25	VFH	PCT	
55				- 0	-2 10				T												True.								
55							\vdash				200					10.00					2523	_							
55						588	\vdash				99.5					838					1000								
55											SHELL					(87%)					102								
55		\vdash		_		-		_	\vdash							1000	_				1968								
50	55				_	0000	\vdash				100												-			MO			
50		-	-			6.60				-	Project.					1000													
50						650	\vdash	<u> </u>			0.650	_				E05/20					101								
50				_			\vdash		\vdash	\vdash						1000								_		STEEL			
50						1000	_	-			19803					1000					Mile		73 A Miles			680			
45	50								_	\vdash											63ds.					900			
45						200			-	-		\vdash									1760				Н			0.0%	100.0%
45							\vdash	-	-	_			-								1000	\vdash							
X X X						2,38	1				CHE					1000					430				Н	200			
45 X X X X X X X X X		X	X	X			 	\vdash			1398										1000								
X	45					100	\vdash	\vdash			i sala	\vdash				SCOTE .		0.00			16.00				\vdash				97.4%
X	75			X	X		-				200										1000								95.6%
X		Ŷ			^		-	\vdash	-	-					_	1				_									
X		Ŷ	Ŷ		X	Y	X	X	X	_		\vdash	_			1000					SCALE IN		-			2500			89.5%
40		Ŷ	Ŷ				ΙŶ	Ŷ	Ŷ	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		23.7%	82.5%
X X X X X X X X X X	40	Ŷ	Ŷ		Ŷ	Ŷ	ΙŶ	Ŷ	Ŷ	Ŷ	Ŷ	Ŷ	Ŷ		Ŷ	$\frac{\alpha}{X}$	$\frac{\alpha}{x}$	Ŷ	Ŷ			x	Ŷ	$\hat{\mathbf{x}}$	Ŷ	X	28	24.6%	
X X X X X X X X X X	40	$\overline{}$	Ŷ		Ŷ	Ŷ	₩										Ŷ												34.2%
X X X X X X X X X X		Ŷ			Ŷ	Ŷ	 Ŷ	Ŷ	Ŷ	ΙŶ	X					/			<u> </u>			<u> </u>	-			920		10.5%	
X		Ŷ		/\		/\	1	<u> </u>	<u> </u>	<u> </u>		^		_							1000					1880			5.3%
1 0.9% 0.9% 0.9% 0.0		_		X		MEI	1				19739	_				EDE.					1000					BEN			3.5%
25	35		/\		-	0.73	 			000											10210					9000			0.9%
25						17.70										0,049							_			100	0		
25							1	\vdash	\vdash	\vdash											1993					383			
25 20 20 20 20 20 20 20 20 20 20 20 20 20					\vdash		1				100													234.88		150			0.0%
25						100					1885								_							2015			
25	30					(800)	\vdash				(A)										E003					Kee			
25						988	\vdash		1							EST.					1900					ESTR	0		
25	1										(35)															200			0.0%
25							1				NA.	\vdash				1960					1300					1600			0.0%
25				2		100															100					W.			0.0%
20	25							†			1386										1980					ME			0.0%
20				- 55 - 5		1319					No.					1 The					80								
20						(4.2)			Г		IRE	Г				888												0.0%	0.0%
20						(SES)				1	RE					881													
20 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%						N.	Т				1200		Г												Г			0.0%	
15 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0	20																				639								
15 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0							1	Т			(100)																	0.0%	0.0%
15 0 0.0% 0.0% 0 0.0% 0.0% 0 0.0% 0.0%																										NESS.		0.0%	0.0%
15 0 0.0% 0.0% 0 0.0% 0.0%								T			800										283							0.0%	0.0%
15 0 0.0% 0.0%										1	2002					434								- 2000	20000	188		0.0%	0.0%
	15					100											3					Г				900			0.0%
							1				7	TO	AL	VF	HIC	LE	S		·	_							114		

UPPER LIMIT 10 MPH PACE: 46 MPH

MPH MPH LOWER LIMIT 10 MPH PACE: 37 85th PERCENTILE SPEED: 41.4 **MPH** 2.6 % MEDIAN SPEED: 39.6 PERCENT OVER PACE: 15th PERCENTILE SPEED: 37.9 **MPH** 96.5 % PERCENT IN PACE:

PERCENT UNDER PACE: 3.5 %

CITY OF WESTMINSTER

26 X

25 X

24 X 23 X

22 X

21 X

20 X

19 X 18 X

17 X

16 X 15 X BOLSA BETWEEN BEACH AND NEWLAND

DATE: 4/25/2012 SURVEY BY: HP CHECKED BY: AO TIME: 10:00 AM - 11:00 PM CUMMULATIVE PERCENT 100 20 80 **SPEED** 40 100.0% 60 100.0% 59 58 100.0% 57 100.0% 100.0% 56 55 100.0% 54 100.0% X 100.0% 53 Х 100.0% 52 100.0% 51 50 100.0% X 100.0% 49 X 100.0% 48 Х 100.0% 47 100.0% }PACE 46 97.4% }PACE 45 95.6% }PACE X 44 43 X 92.1% }PACE 42 X 89.5% }PACE 82.5% }PACE - - - 85PCT 41 X 58.8% }PACE 40 34.2% }PACE - - - MEAN 39 X 38 15.8% }PACE X 5.3% }PACE ---15PCT 37 X 3.5% 36 Χ 35 X 0.9% 0.0% 34 X 0.0% 33 X 0.0% 32 X 31 X 0.0% 30 X 0.0% 29 X 0.0% 28 X 27 X 0.0% 0.0%

UPPER LIMIT 10 MPH PACE:	46	MPH			
LOWER LIMIT 10 MPH PACE:	37	MPH	85th PERCENTILE SPEED:	41.4	MPH
PERCENT OVER PACE:	2.6	%	MEDIAN SPEED:	39.6	MPH
PERCENT IN PACE:	96.5	%	15th PERCENTILE SPEED:	37.9	MPH
PERCENT UNDER PACE:	3.5	%			

0.0%

0.0%

0.0%

0.0%

0.0%

0.0%

0.0%

0.0%

0.0%

SEGMENT 7

CITY OF WESTMINSTER

ENGINEERING AND TRAFFIC SURVEY

Street Surveyed	Bolsa	From:	Newland	To: M	lagnolia
Date	4/25/2012	Day: Wednesda	ay Time: 9:	00 AM To	10:00 AM
Weather	⊠Clear	Cloudy	□Fog	☐ Hot	⊠Cool
Posted Speed Limit (MPH)	<u>25</u>	□30	□ 35	⊠ 40	□45 □50
Number of Lanes	□Two	Three	⊠Four	□Six	
Daily Traffic Volume (ADT)	23,000				
Median	⊠Raised	Painted	□2WLT		
On-Street Parking	⊠Yes	□No			
Bike Lanes	□Yes	⊠No			
Sidewalks	⊠Yes	□No			
Street Lighting	⊠Yes	□No			
Curb and Gutter	⊠Yes	□No			
Number of Driveways	10				
Transcr of Differencys					
OCTA Bus Stops	⊠Yes	□No			
OCFCD, Channel	□Yes	⊠No			
Street Length (FT)	⊠ 2640	□ 5280	Other		
Street Grading	⊠Flat	Sloped			
Truck Route	⊠Yes	□No			
Street Width (FT)	□ 60	80	<u>100</u>	⊠ 120	Other:
Road Condition	□New	\boxtimes Good	Fair	Poor	☐Very Poor
		_			
Mid-block Crosswalks	□Yes	⊠No			
Land Use	⊠Commercial	☐Industrial			
School	⊠Yes	□No	Name:	Hayden ES	
Parks	□Yes	⊠No	Name:		
PAST 2 YEARS ACCIDENT HISTOR	V				
Number of Mid-Block Accidents 1	7				
Accident Rate per MVM	0.83				
Accident Nate per 191 9 191	0.03				

Expected Accident Rate per MVM² 4.45

40 MPH RECOMMENDED SPEED LIMIT:

REMARKS:

No Change - School Xing

¹ Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008

² Reference for Expected Accident Rates: 2007 Collision Data on California State Highways (Road Miles, Travel, Collisions, and Collision Rates)

CITY OF WESTMINSTER

BOLSA BETWEEN NEWLAND AND MAGNOLIA

DATE: 4/25/2012 SURVEY BY: HP
TIME: 9:00 AM - 10:00 AM CHECKED BY: AO

SPEED 5 10 15 20 25 VEH. PCT. PCT. PCT.					VIC.				7 / 11		NUN			OF		HIC	LES			/				, , , ,					CUM.
60	SPEED					5								•				=00			20					25	VEH.	PCT.	
55						NA.	Г				523					200					1880								
55							\vdash				334										1000							0.0%	100.0%
55							1														1982					865			
55			$\neg \neg$								126					100					Yes					900	0		100.0%
55																					eta.					2827			
50 50 50 50 50 50 50 50 50 50 50 50 50 5	55					838															123								100.0%
50 50 45 X X X X X X X X X X X X X X X X X X X																					REVE								
50						E887				Г	1201					12234					THE REAL PROPERTY.								
50	1					M.					5244					0.42					SA								
50					_						1200								2 10 20		188								
45 X X	50			-			\vdash				No.					888								_					100.0%
45 X X											Lan.										181G								
45											NON								775.0	0.00	900					RW.			
45 X X						1983					2.43	\vdash									11012					gra.			
45 X X						980					18181					V 1					(900)					1816			100.0%
X X X X X X X X X X	45	X	X				\vdash			\vdash	1981										TEN.					(TOTAL)			
X			<u>^`</u>				\vdash				1008		\vdash			884					250								98.3%
A		X				200	†				(128)										1988					SHEET.	-		97.4%
40		X	X	X	X	X					2358					Lette.		_			2013			0.0000		1000		4.3%	96.6%
40		X	X	X		X	X	X	X	X	X	X	X	Х	X	X	X	X	Х	Х	X	X	X	X	X	2003		20.5%	92.3%
X X X X X X X X X X	40	X	X	X	X																				<u> </u>				71.8%
X X X X X X X X X X		X	X	X	X			X		X											X	X		X	X	X			
X X X X X X X X X X			X	X														<u> </u>					<u> </u>		<u> </u>	The same			31.6%
X		X	X	X		X	X	X	X	X	X										2883.X					High			
35 X X X X X		X	X	X			<u> </u>			<u> </u>	No.	-	<u> </u>		-	250					(20)					2000			
25 20 20 20 20 20 20 20 20 20 20 20 20 20	35				X	X	 				983					4920					1000					188		4.3%	
25						(40)	\vdash				WATE.					To the												0.0%	
25						1330					P.512		\vdash			1651					1288					1552			0.0%
10				11001		1729		-			-CIO	-					-33100			- 19	1760					REE.			0.0%
10						Hai																				NEW.			0.0%
25	30		一								-38a					1808					Eac								
25			\neg	- 1							01920	-	\vdash								150					6500			0.0%
25			\neg		7 7 3	284					11000					4583					System.					6149			0.0%
25																J. T. S.				-						R13			
25											1000				CO-SULTON	NEED .					1936					CSTA			0.0%
20	25		\neg								TURN.					gan.										700			
20		0	\neg								190					1630					1901								0.0%
20									T			Т	Г								100				\vdash	489			
20 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%						133					1888													- 10		\$1E3			0.0%
20 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%			\neg								BER	Г						\vdash			10.73					CER.			0.0%
15 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0	20								T		RIN										33W								0.0%
15 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0						3,23				2	CHAN.					50.50		-			2213			-		219		0.0%	0.0%
15 0 0.0% 0.0%	[\neg																		11/2/2	á				n'aya		0.0%	0.0%
15 0 0.0% 0.0%			\neg							Т		Г						\vdash			831							0.0%	0.0%
15 0 0.0% 0.0%					7						238	_				-807					800				\vdash	VSES!		0.0%	0.0%
	15										530	_																0.0%	0.0%
											1	TOT	AI	VF	HIC	LF	S				· ·		L					0.070	3.070

UPPER LIMIT 10 MPH PACE: 44 MPH

MPH LOWER LIMIT 10 MPH PACE: 35 85th PERCENTILE SPEED: 40.6 MPH PERCENT OVER PACE: 1.7 % MEDIAN SPEED: 38.9 **MPH** PERCENT IN PACE: % 98.3 15th PERCENTILE SPEED: 36.7 **MPH**

PERCENT UNDER PACE: 0.0 %

CITY OF WESTMINSTER

BOLSA BETWEEN NEWLAND AND MAGNOLIA

SURVEY BY: HP DATE: 4/25/2012 AO TIME: 9:00 AM - 10:00 AM CHECKED BY: **CUMMULATIVE PERCENT** 100 80 **SPEED** 20 40 60 100.0% 60 X 100.0% 59 100.0% 58 X 57 100.0% 100.0% 56 X 100.0% 55 54 Х 100.0% X 53 100.0% Х 100.0% 52 100.0% 51 100.0% 50 X 100.0% 49 X 100.0% 48 Х 100.0% 47 46 100.0% 100.0% 45 Χ X 98.3% }PACE 44 97.4% }PACE X 43 Χ 96.6% }PACE 42 92.3% }PACE 41 71.8% }PACE - - -85PCT 40 Х 53.0% }PACE 39 X 31.6% }PACE -- -- MEAN 38 X 18.8% }PACE 37 X 6.8% }PACE ---15PCT 36 4.3% }PACE 35 0.0% 34 X 0.0% 33 X 0.0% 32 X 0.0% 31 X 0.0% 30 X 29 X 28 X 0.0% 0.0% 27 0.0% X 0.0% 26 X 0.0% 25 X 0.0% 24 X 0.0% 23 X 22 X 0.0% 21 X 0.0% 0.0% 20 X 0.0% 19 X 0.0% 18 X 17 X 0.0% 0.0% 16 X 0.0% 15 X

UPPER LIMIT 10 MPH PACE: 44 MPH

40.6 **MPH** 35 MPH 85th PERCENTILE SPEED: LOWER LIMIT 10 MPH PACE: 38.9 MPH % MEDIAN SPEED: PERCENT OVER PACE: 1.7 PERCENT IN PACE: 98.3 % 15th PERCENTILE SPEED: 36.7 MPH

PERCENT UNDER PACE: 0.0 %

CITY OF WESTMINSTER 2012 ENGINEERING AND TRAFFIC SURVEY

Street Surveyed	Bolsa Chica	From:	Garden Grove		To: Westmin	ster
Date	4/23/2012	Day: Monday	Time: 9:	:00 AM	To 10:00	AM
Weather	⊠Clear	Cloudy	Fog	☐ Hot	⊠C ₀	ol
					*	
Posted Speed Limit (MPH)	□ 25	□30	□35	□ 40	□45	⊠50
Number of Lanes	□Two	Three	Four	\boxtimes Six		
Daily Traffic Volume (ADT)	44,900					
Median	\boxtimes Raised	Painted	□2WLT			
On-Street Parking	Yes	⊠No				
Bike Lanes	Yes	⊠No				
Sidewalks	∑Yes	□No				
Street Lighting	⊠Yes	□No				
Curb and Gutter	⊠Yes	□No				
Number of Driveways	2					
OCTA Bus Stops	⊠Yes	□No				
OCFCD, Channel	⊠Yes	□No				
Street Length (FT)	<u>2640</u>	⊠ 5280	Other			
Street Grading	⊠Flat	⊠Sloped				
Truck Route	⊠Yes	□No				
Street Width (FT)	□ 60	□80	<u> </u>	⊠ 120	□Oti	her:
Road Condition	□New	Good	∏Fair	⊠Poor	□Ve	ry Poor
Mid-block Crosswalks	□Yes	⊠No				
Land Use	☐Commercial	☐Industrial				
School	Yes	⊠No	Name:	19 10 1 2 2		
Parks	Yes	⊠No	Name:			

PAST 2 YEARS ACCIDENT HISTORY

Number of Mid-Block Accidents 1 Accident Rate per MVM 0.98Expected Accident Rate per MVM² 1.95

50 MPH RECOMMENDED SPEED LIMIT:

REMARKS:

No Change - Based on 85th Percentile, Horizontal & Vertical Alignment

Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008
 Reference for Expected Accident Rates: 2007 Collision Data on California State Highways (Road Miles, Travel, Collisions, and Collision Rates)

CITY OF WESTMINSTER

BOLSA CHICA BETWEEN GARDEN GROVE AND WESTMINSTER

DATE:

4/23/2012

SURVEY BY:

HP

TIME:

9:00 AM - 10:00 AM

CHECKED BY:

AO

\$50.770E-89895_150_200					0.00				1	NUN	ИΒЕ	ER (OF	VEI		LES	3		* **	00000000					egro-moun	2000 N 1000 2 0000000000000000000000000000000000000	CUM.	
SPEED					5	,			,	10					15					20					25	VEH.	PCT.	PCT.
60					Eale															基膜						0	0.0%	100.0%
	<u></u>						<u> </u>			1 82				_						Z(3)						0	0.0%	100.0%
	X				700		_		<u></u>									_							100.5	2	1.6%	100.0%
	X	X			1300	_	\vdash	_	_				_		10130			_			_					2	1.6%	98.4%
	X	X	<u></u>			_	_			Mary.			_	_												2	1.6%	96.9%
55		X	X	_	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	\	\ \ \							H			-			Bass						3	2.3%	95.3%
	X	X	X	X	X	X	Х																		1983	7	5.4%	93.0%
	X	X	X	X	X	X	\ \ \	1	\ \ \	V		· ·		\ \ \				_		76.95	<u> </u>			_	1000	6	4.7%	87.6%
	H	÷	X	X	X	X	X	X	X	X	X	X	X		X	V	V	V	V	V	V	~	V	V	V	15	11.6%	82.9% 71.3%
	Ϋ́	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Ϋ́	X	28	21.7%	49.6%
50	_	÷	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	Х	Х	Х	X	25 21	19.4%	
	X	X	X	X	X	X	Ŷ	X	X	X	X	X	X	Х	Х	Х	X	X	Х	Х	X	-				12	16.3% 9.3%	30.2% 14.0%
	X	X	X	X	Х	X	Х	Х	Х	Х	X	X	_	-				-			-				ESSO.		3.1%	4.7%
	Ϋ́	X	Х	Х							-	_		_				\vdash			_					4	1.6%	1.6%
4.5	X	Χ				_	-			team.	-		\vdash	\vdash					<u> </u>					-		2	0.0%	
45	\vdash								-											SERVICE OF SERVICE OF					5600	0	0.0%	0.0% 0.0%
	_						-	_					_	-	573	_		\vdash	-	1000	_			-	200	0	0.0%	0.0%
	\vdash					\vdash		_				_	_		44500			_	_		-				H-2007	0	0.0%	0.0%
	-					H	┢		-	Process				\vdash				_	_	BESTS.						0	0.0%	0.0%
40	-	_					-	-	\vdash	SECTION AND PERSONS NAMED IN		_	-	-	ASSESSED N	-		_				\vdash		_	70500	0	0.0%	0.0%
40	\vdash	_	_	_	200		-	_				_	-	-		_		\vdash	_	1000	-	\vdash				0	0.0%	0.0%
										1000				\vdash	1000						\vdash	_			DEST	0	0.0%	0.0%
					1127	\vdash	\vdash	_							N. San				\vdash		-		127	-		0	0.0%	0.0%
					NO.		\vdash	-		7203					1900			\vdash		25 (1) 2	 			\vdash	1950	0	0.0%	0.0%
35	H				IRE		\vdash		-	58550					4,575					157110		al Allerania			653	Ö	0.0%	0.0%
							1			SERVE.					(1324)				_	1000					ETER	ő	0.0%	0.0%
									-	1000					A355		_	\vdash		15.15						0	0.0%	0.0%
					X			***		100	9801189			-	988					1598					9,90	0	0.0%	0.0%
					1981					der							100		Control of	ESC.					97.63	0	0.0%	0.0%
30				0	10%		\vdash			Black					(5)(3)			\vdash		1538				1		0	0.0%	0.0%
					9553					(A)					1000					18723	200				6334	0	0.0%	0.0%
															120					998						0	0.0%	0.0%
										109					66										63.03	0	0.0%	0.0%
					959					0000					US					5%					1811	0	0.0%	0.0%
25										1618					653					13739					1911	0	0.0%	0.0%
										1000					1					14.25					2	0	0.0%	0.0%
					10/2															133					MEN	0	0.0%	0.0%
				0000/1999	QE:			· · · · · · · · · · · · · · · · · · ·							188							- 27.1			48	0	0.0%	0.0%
1										Sec.					(at					ASS.					200	Ō	0.0%	0.0%
20										200															188	0	0.0%	0.0%
					19	10 1		,												100						0	0.0%	0.0%
				100000	100					1.00	8.3						(a. 10)			NO.						0	0.0%	0.0%
1										936															d j	0	0.0%	0.0%
										19										THE S					No.	0	0.0%	0.0%
15					2869					THE	7				30											0	0.0%	0.0%
										7	OT	ΆL	VE	HIC	LE	S										129		

UPPER LIMIT 10 MPH PACE: 56 MPH

LOWER LIMIT 10 MPH PACE: 47 MPH 85th PERCENTILE SPEED: 52.4 MPH PERCENT OVER PACE: 4.7 % MEDIAN SPEED: 50.0 **MPH** PERCENT IN PACE: 95.3 % 15th PERCENTILE SPEED: 48.1 **MPH**

PERCENT UNDER PACE:

1.6 %

CITY OF WESTMINSTER

BOLSA CHICA BETWEEN GARDEN GROVE AND WESTMINSTER

DATE: 4/23/2012 SURVEY BY: HP
TIME: 9:00 AM - 10:00 AM CHECKED BY: AO

				MMULATIVE PERC		CLD D1.	, , ,	i	
SPEED		20	40		80 80	1	100		
60		-20) <u>00</u>	1	,	X	100.0%	
50							X		
59 58 57 56 55 54 53 52 51								100.0%	
28							Х		
5/				i i			X	98.4%	
56	4890-000					SOMMON MARKETON	X	96.9%	PACE PACE PACE PACE PACE PACE PACE PACE
55							X	95.3%	3PACE
54						1	X	93.0%	IPACE
53						X	**	97.6%	IDACE
50								07.0%	PACE OFFICE
52						X		82.9%	}PACE85PC
51					X			71.3%	}PACE
50				X				49.6%	}PACE · MEA
49			X					30.2%	PACE PACE15PC
48	X					1		14 0%	SPACE 15PC
47	X					1		4 7%	}PACE
46						1		1.6%	h NOL
45	^	-			7.0 BONGS - 20 CO.	 		1.0%	
45	^							0.0%	
44	Х	ľ						0.0%	
43	Х					1		0.0% 0.0%	
42	X				į	1		0.0%	
41	X					1		0.0%	
40	X					1		0.0%	
30	Y	- 1				1		0.0% 0.0%	
39	X V							0.0%	
38	X					1		0.0%	
37	Х	- 1						0.0%	
39 38 37 36	Χ							0.0%	
35 34 33 32 31	X							0.0%	
34	X							0.0%	
33	X			1				0.0%	
32	¥							0.0%	
24	×							0.0%	
31	<u>^</u>							0.0%	
30	Χ							0.0%	
29	Х	100						0.0%	
28	Χ							0.0% 0.0% 0.0%	
28 27	X							0.0%	
26	Χ							0.0% 0.0%	
25	X							0.0%	
24	Y .							0.0%	
24 23 22	^ v							0.0%	
23	^					1		0.0%	
22	Χ					1		0.0%	
21	X							0.0%	
20	X				22.430			0.0%	
19 18 17	X			ď.		1		0.0%	
18	X			2				0.0%	
17	Y	1						0.0% 0.0%	
16	Ŷ							0.076	
10	^	- 1						0.0% 0.0%	
15	Х		301 to 30 to					0.0%	

UPPER LIMIT 10 MPH PACE:	56	MPH			
LOWER LIMIT 10 MPH PACE:	47	MPH	85th PERCENTILE SPEED:	52.4	MPH
PERCENT OVER PACE:	4.7	%	MEDIAN SPEED:	50.0	MPH
PERCENT IN PACE:	95.3	%	15th PERCENTILE SPEED:	48.1	MPH

PERCENT UNDER PACE: 1.6 %

CITY OF WESTMINSTER

2012

ENGINEERING AND TRAFFIC SURVEY

Street Surveyed	Boisa Chica	From:	westminster	10: K	ancho	
Date	4/23/2012	Day: Monday	Time: 10:	00 AM To	11:00 AM	
Weather	⊠Clear	Cloudy	□Fog	☐ Hot	⊠Cool	
				s 		
Posted Speed Limit (MPH)	<u>25</u>	□ 30	□35	4 0	⊠ 45	□ 50
Number of Lanes	 Two	Three	Four	⊠Six	1 <u></u> 190/Specia	
Daily Traffic Volume (ADT)	47,650					
Dany Trame volume (1151)	17,020					
Median	⊠Raised	Painted	□2WLT			
On-Street Parking	Yes	⊠No				
Bike Lanes	□Yes	⊠No				
Sidewalks	⊠Yes	□No				
Street Lighting	⊠Yes	□No				
Curb and Gutter	⊠Yes	□No				
Number of Driveways	4					
OCTA Bus Stops	⊠Yes	□No				
OCFCD, Channel	⊠Yes	□No				
Street Length (FT)	<u>2640</u>	⊠ 5280	Other			
Street Grading	⊠Flat	Sloped				
Truck Route	⊠Yes	□No				
Street Width (FT)	□ 60	80	□100	⊠120	Other:	
Road Condition	□New	Good	Fair	⊠Poor	☐Very Poor	
Mid-block Crosswalks	□Yes	⊠No				
Land Use	□Commercial	☐Industrial				
School	☐Yes	⊠No	Name:	W		
Parks	□Yes	⊠No	Name:			
PAST 2 YEARS ACCIDENT HISTOR	XY					
Number of Mid-Block Accidents 1	15					
Accident Rate per MVM	0.67					
Expected Accident Rate per MVM ²	1.95					

45 MPH RECOMMENDED SPEED LIMIT:

REMARKS:

No Change - Horizontal Alignment, R/R Xing

Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008
 Reference for Expected Accident Rates: 2007 Collision Data on California State Highways (Road Miles, Travel, Collisions, and Collision Rates)

CITY OF WESTMINSTER

BOLSA CHICA BETWEEN WESTMINSTER AND RANCHO

DATE: 4/23/2012 SURVEY BY: HP
TIME: 10:00 AM - 11:00 AM CHECKED BY: AO

			- 111	VIE:	-		0.0	0 /		- NUI			OF OF		HIC			1		בט	<u>ا ر</u>		AC					CUM.
SPEED					5					10	VIDL	_1 \ '	OI.	V L	15		3			20					25	VEH.	PCT.	PCT.
60						Т				10					13				Ι	20					23	0	0.0%	100.0%
			33							CUSES					1000					des.		-				Ö	0.0%	
					A STATE OF	\vdash		<u> </u>			10000			1 10											BURN	Ö	0.0%	
					1235								\vdash		000					1119					0833	Ö	0.0%	
				110.00						3893										Este					100	Ö	0.0%	
55					17/63					No.										080						Ö	0.0%	
					186																					Ö	0.0%	
																				HE					188	0	0.0%	
I																										0	0.0%	
	X																									1	0.8%	
50	X	X													1/4											2	1.6%	99.2%
	Х									8	1100						1.70									1	0.8%	97.6%
	Х	Χ	Χ	Х	X	X	X								1000											7	5.5%	96.9%
	Х	X	Χ	Χ	X	X	Х	X	Х	X	Х	X	Х							179						13	10.2%	91.3%
	X	X	Χ	Χ	X	X	X	X	X	X	X	Χ	Х	X		X	X	X	Х	X	X	X	X	X	X	29	22.8%	81.1%
45	X	Х	Χ	Χ	X	X	X	X	X	X	X	Χ	X	Х								X	X			23	18.1%	58.3%
	X	X	Χ	X	X	X	Х	Х	X	X	X	X	X	X	X	X	X	X	X	X	X					21	16.5%	40.2%
	X	X	X	X	X	X	Х	X	X	X	X	Χ	X													13	10.2%	23.6%
	X	Χ	Χ	Χ	X	Х				E																6	4.7%	13.4%
	X	X	X												Sing.											4	3.1%	8.7%
40			Χ	Х	Х										669										Man.	5	3.9%	5.5%
	X	Χ						_	_	1985						L										2	1.6%	1.6%
						_				18075			_											Ш	100	0	0.0%	0.0%
	_							-		1303					MA				0							0	0.0%	0.0%
25	\vdash	-		-	ESSEN	-		_		(T)(C)(S)						-					_	<u> </u>			(Della)	0	0.0%	0.0%
35	_			_		\vdash			_				_		220							_			455	0	0.0%	0.0%
		-	_		E SE	-				2000	-		_					-		18910					No.	0	0.0%	0.0% 0.0%
	\vdash	_			NAME OF	 	_			53000 53000			-	_				_	_							0	0.0%	0.0%
						-			_	2002		_								1300 K	-	_			NOTE:	0	0.0%	0.0%
30										DESCRIPTION OF THE PERSON OF T		-	_			_									33.74	0	0.0%	0.0%
30	-				Early.	-	-			NAME OF	-				25000											0	0.0%	0.0%
•	-1	_					_			1033					MESSES.				-	CHANG						0	0.0%	0.0%
•		00 N				\vdash	-			1420			_	-	18388				-	53550 53550	_					0	0.0%	0.0%
			-					-											-	5753						ő	0.0%	0.0%
25						_				100												_				ő	0.0%	0.0%
							-			188					APRIL D			_			_					ŏ	0.0%	0.0%
					3553	\vdash									(ESE											ő	0.0%	0.0%
ţ			\neg	7	1978		\vdash			1999			_							1020					and the	ő	0.0%	0.0%
t					(15)					133	-				310					Fig					120	Ö	0.0%	0.0%
20	- 100									1000							- 27			KIS.			8 0 8		13/13	ŏ	0.0%	0.0%
					alex					100					120								1 3		189	ő	0.0%	0.0%
İ					1350		Г			100					383										All	Ö	0.0%	0.0%
İ			- 100					i 10		100			1011			50000 E.S								0.00	1300	Ö	0.0%	0.0%
ľ															NEWS)											Ö	0.0%	0.0%
15										786 E						9				55					BOO	Ō	0.0%	0.0%
										٦	OT	AL	VE	HIC	LE	S										127	***	

UPPER	LIMIT	10	MPH PACE:	48	MPH	

LOWER LIMIT 10 MPH PACE:	39	MPH	85th PERCENTILE SPEED:	46.4	MPH
PERCENT OVER PACE:	3.1	%	MEDIAN SPEED:	44.5	MPH
PERCENT IN PACE:	96.9	%	15th PERCENTILE SPEED:	42.2	MPH
PERCENT UNDER PACE:	0.0	%			

CITY OF WESTMINSTER

BOLSA CHICA BETWEEN WESTMINSTER AND RANCHO

DATE: 4/23/2012 SURVEY BY: HP
TIME: 10:00 AM - 11:00 AM CHECKED BY: AO

Parameter Control of the Control of	HME:	11		1:00 AM			ED BA:	AC			
			CL	MMULAT	IVE PERC	ENT		70.502.302.2			
SPEED	×	20	4	0	60	80		100	400.00/		
60								X	100.0%		
59				1				X			
58								Х			
57								Х			
56								X			
55 54 53 52								Х			
54				4				Х			
53								Х			
52								Х			
51								X	100.0%		
50								X			
49								Х	97.6%		
48								Х	96.9%	}PACE	
47								X	91.3%	}PACE	
46							Х		81.1%	}PACE	85PCT
45					X	0.10			58.3%	}PACE	
44 43				X					40.2%	}PACE	MEAN
43			X						23.6%	}PACE	
42	X								13.4%	}PACE	15PCT
41	X								8.7%	}PACE	
40	X								5.5%	}PACE	
39 X									1.6%	}PACE	
38 X				1					0.0%		
37 X									0.0%		
36 X				_					0.0%		
35 X									0.0% 0.0%		
34 X 33 X					6				0.0%		
33 X				1					0.0%		
32 X									0.0%		
31 X		- 2-5				resources and the second			0.0%		
30 X				N.					0.0%		
29 X				1					0.0%		
28 X									0.0%		
27 X									0.0%		
26 X				_					0.0%		
25 X									0.0%		
24 X				9.					0.0%		
23 X									0.0%		
22 X									0.0%		
21 X	 						-		0.0%		
20 X									0.0%		
19 X 18 X					3				0.0%		
18 X							1		0.0%		
17 X 16 X							1		0.0%		
16 X									0.0%		
15 X							1		0.0%		

UPPER LIMIT 10 MPH PACE:	48	MPH		
LOWER LIMIT 10 MPH PACE:	39	MPH	85th PERCENTILE SPEED:	46.4
DEDCENT OVER DACE:	2 1	0/2	MEDIAN SPEED:	44.5

PERCENT OVER PACE: 3.1 % MEDIAN SPEED: 44.5 MPH
PERCENT IN PACE: 96.9 % 15th PERCENTILE SPEED: 42.2 MPH

MPH

PERCENT UNDER PACE: 0.0 %

CITY OF WESTMINSTER

ENGINEERING AND TRAFFIC SURVEY

96.995.0	a management and	The Street Law
S D		Т 80
	T CLAY	1
9,0		

Street Surveyed	Westminster	From:	Bolsa Chica		To: Milan	
Date	4/23/2012	Day: Monday	Time:	11:00 AM	To 12:00 PM	
Weather	⊠Clear	Cloudy	Fog	☐ Hot	⊠Cool	
Posted Speed Limit (MPH)	□ 25	□30	□ 35	□ 40	⊠ 45	<u>50</u>
Number of Lanes	□Two	Three	\boxtimes Four	□Six		
Daily Traffic Volume (ADT)	15,650					
77 II	⊠n : .					
Median	Raised	Painted	□2WLT			
On-Street Parking	⊠Yes	□No				
Bike Lanes	□Yes	⊠No				
Sidewalks	⊠Yes	□No				
Street Lighting	⊠Yes	□No				
Curb and Gutter	⊠Yes	□No				
Number of Driveways	9					
1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	6 -					
OCTA Bus Stops	⊠Yes	□No				
OCFCD, Channel	□Yes	⊠No				
Street Length (FT)	⊠ 2640	☐5280	Other			
Street Grading	⊠Flat	Sloped				
Truck Route	⊠Yes	□No				
Street Width (FT)	□ 60	□80	⊠ 100	□120	Other:	
Road Condition	□New	\square Good	∏Fair	Poor	☐Very Poor	
Mid-block Crosswalks	□Yes	⊠No				
Land Use		☐Industrial	Residentia	1		
School	□Yes	⊠No	Name:	-		
Parks	□Yes	⊠No	Name:			
DAGE AND A DOLL CONTROL OF THE PARTY OF THE).V					
PAST 2 YEARS ACCIDENT HISTOI						
Number of Wid-Block Accidents	6					

Number of Mid-Block Accidents Accident Rate per MVM 0.97 Expected Accident Rate per MVM² 3.35

RECOMMENDED SPEED LIMIT: **45 MPH**

REMARKS:

No Change

Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008
 Reference for Expected Accident Rates: 2007 Collision Data on California State Highways (Road Miles, Travel, Collisions, and Collision Rates)

CITY OF WESTMINSTER

WESTMINSTER BETWEEN BOLSA CHICA AND MILAN

DATE: 4/23/2012 SURVEY BY: HP
TIME: 11:00 AM - 12:00 PM CHECKED BY: AO

SPEED 5				1 111	VIE.			1.0	<u> </u>				2.U			-IIC			IEC	, I (L				AC					CUM.
60	SPEED					5				1		VIDE	_		V L			,			20					25	VEH.	PCT.	
55						To the last					123								_		680								
55		П				1988																							
55						198					506					193					19201								
55						NAME OF						10					1/2/10/	1010			1684					[8]			
55	1					100										1523					1000								
	55					57.35					AR F							-			720					Birt			
Solitor Soli	1			0.000					W		PER S	200000	-			(RA	0.000		10520		130					PASS.			
50			_													700					141								
Note	1					6339					9445					(888)					0.65					100	0		
SO		X																		e ur A			-776-965			727			
X X X X X X X X X X	50		X			200								. 2	0.000	10.00					W.						2		
X X X X X X X X X X				X		138					fub																3	2.6%	97.4%
X			X		X	X										16621	24 -016												
A		X	X				Х	X	Х							800										920			
45 X X X X X X X X X		X	Χ	X						X	X	Х	X	X	Х	X	X	X	X	X	X	X	X			5578			
X	45	X	X	X				X	X	X	X						X	X	X	X	X	X	X	X	X	X			64.0%
X		_	X					X	X	X	X						X	Ť	Ť		1000	<u> </u>				(B)			
X X X X X X X X X X		ΙŶ	X															X	X										
40 X 1 0.9% 0.9% 0.9% 0.0% 0.0% 0.0% 0.0% 0.0%		X	$\hat{\mathbf{x}}$							<u> </u>	0.00			/\							12(12)								
40	1	X		^		7	\ <u>\</u>	<u> </u>																					
35 36 37 38 38 39 30 30 30 30 30 30 30 30 30 30 30 30 30	40					1920	 	_		\vdash	5776				-						200	Н				OR62			
35	1	\vdash	-			nite.	 	-	_										_		in les					1989			
35			1120				\vdash				888										1338								
35						3726		-													(357)	\vdash				388			
35	1	\vdash				100	 	1																		Me			
25	35		_			21683		-			Ne s						2		-		100				10 010				
25											5263										19400					100			
25		Н				1900					SELECT.										ma								
30						3,183					4000									_	(202)								
15 0 0 0 0 0 0 0 0 0						535															100								
25	30		-				\vdash				1286					AM										500			
25		\vdash				WEN	\vdash				100					SER.					137h	Г				198			
25 0 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%					20.20						9870		- 10			100	80.00				1981	П							
25 0 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%		\vdash			_			\Box		\vdash	91/19			-		88					(34)								
25 0 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%																Mark					1888					188			
20	25	\vdash					Т		Т	Г	ME			etter.												NA.			
20						1550					Main.	\vdash				1100					ME.								
20	1	\Box					\vdash					<u> </u>				DESI					165	Г							
20					700		\vdash	W. 777.70		\vdash		-				E800	1995)	\vdash	1000			\vdash							
20 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%		\Box														33					pina.								
15 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0	20							T-			1933					1923					98	\vdash				1000			0.0%
15 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0							Г								10	(98)					15569					381			
15 0 0.0% 0.0% 0 0.0% 0.0% 0 0.0% 0.0%		\vdash										<u> </u>									1999					Naga Naga			
15 0 0.0% 0.0% 0 0.0% 0.0%		Н				985				\vdash		\vdash	\vdash							_					П	NE			
15 0 0.0% 0.0%		\vdash	-			Office	\vdash	\vdash			150											_	\vdash			5000			
	15							\vdash			1248		-								(353)					1000			
		\vdash									7	OT	AI	VF	HIC	IF	S	-			land of the						114	5.070	3.070

UPPER LIMIT 10 MPH PACE: 51 MPH

LOWER LIMIT 10 MPH PACE: 42 MPH 85th PERCENTILE SPEED: 46.2 MPH MEDIAN SPEED: 44.5 **MPH** PERCENT OVER PACE: 0.9 % PERCENT IN PACE: 99.1 % 15th PERCENTILE SPEED: 42.5 MPH

PERCENT UNDER PACE: 0.9 %

CITY OF WESTMINSTER

WESTMINSTER BETWEEN BOLSA CHICA AND MILAN

DATE: 4/23/2012 SURVEY BY: HP
TIME: 11:00 AM - 12:00 PM CHECKED BY: AO

	TIIVI∟,		1.00 AIVI -		OU FIVI		CHLCK		. AC		
					MULATIVE PERC	CENT					
SPEED		20		40	60		80		100		
60								5-100 S-100	100.0%		
59									X		
58 57		- 1							X		
57		- 1							X		
56							1		7000	100.0%	
56		_							X		
55									X		
54 53 52		- 1					1		×		
53		- 1							X	100.0%	
52		- 1							X	100.0%	
51									X	100.0%	IPACE
50	**************************************								X	00.070) DACE
30		- 1							1503	99.1%	}PACE
49 48 47		- 1			A				Х	97.4%	}PACE
48		- 1							X	94.7%	}PACE
47		- 1							X	90.4%	}PACE }PACE
46								X		83.3%	}PACE85P0
45						Х				64 0%	}PACE
44		ı		X						36.8%	IDACE ME
43			V	^						30.076	}PACEMEA }PACE
43			X							22.8%	}PACE
42	X									7.0%	}PACE 15P
41 >	Κ									0.9%	
40 >	<									0.0%	
39	<	- 1								0.0%	
38	(0.0%	
37	,	- 1								0.0%	
37/	`	- 1								0.0%	
36 >	(0.0%	
35 >						8				0.0%	
34	<	- 9								0.0%	
33	<									0.0%	
32	<	- 1								0.0%	
31										0.0%	
30 >	`									0.0%	
										0.0%	
29	`	- 1								0.0%	
28	(0.0%	
27	(- 1								0.0%	
26	<									0.0%	
25 >	<									0.0%	
24 >	(i	0.0%	
23										0.0%	
23	,						1			0.0%	
22	S									0.0%	
21 >			- Inches III						Name (Alba)	0.0%	
20 >										0.0%	
19										0.0%	
18	(0.0%	
17										0.0%	
1//	` '									0.0%	
16	`						i			0.0%	
15	<u> </u>						i			0.0%	

UPPER LIMIT 10 MPH PACE:	51	MPH
--------------------------	----	-----

LOWER LIMIT 10 MPH PACE: 42 MPH 85th PERCENTILE SPEED: 46.2 MPH PERCENT OVER PACE: 0.9 % MEDIAN SPEED: 44.5 MPH PERCENT IN PACE: 99.1 % 15th PERCENTILE SPEED: 42.5 MPH

PERCENT UNDER PACE: 0.9 %

CITY OF WESTMINSTER 2012

ENGINEERING AND TRAFFIC SURVEY

	Westminster 4/23/2012	From: Day: Monday	Time:	2:00 PM	 3:00 PM	
Weather	⊠Clear	Cloudy	□Fog	Hot	⊠Cool	
Posted Speed Limit (MPH) Number of Lanes Daily Traffic Volume (ADT)	□25 □Two 15,650	□30 □Three	□35 ⊠Four	□40 □Six	⊠ 45	<u></u> 50
Median On-Street Parking Bike Lanes	⊠Raised ⊠Yes □Yes	□Painted □No ☑No	□2WLT			
Sidewalks Street Lighting Curb and Gutter Number of Driveways	⊠Yes ⊠Yes ⊠Yes 2	□No □No □No				
OCTA Bus Stops OCFCD, Channel Street Length (FT) Street Grading Truck Route Street Width (FT) Road Condition	 Yes Yes ≥2640 Flat Yes 60 New 	No No 5280 Sloped No 80 Good	⊠ Other ⊠100 □Fair	□120 □Poor	□Other: □Very Poor	
Mid-block Crosswalks Land Use School Parks	☐Yes ☐Commercial ☐Yes ☐Yes	⊠No □Industrial ⊠No ⊠No	⊠Residentia Name Name	: <u> </u>		

PAST 2 YEARS ACCIDENT HISTORY

Number of Mid-Block Accidents 1 1

Accident Rate per MVM 0.46

Expected Accident Rate per MVM² 3.95

RECOMMENDED SPEED LIMIT: 45 MPH

REMARKS:

No Change

¹ Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008

² Reference for Expected Accident Rates: 2007 Collision Data on California State Highways (Road Miles, Travel, Collisions, and Collision Rates)

CITY OF WESTMINSTER

WESTMINSTER BETWEEN MILAN AND RANCHO

DATE:

4/23/2012

SURVEY BY:

HP

TIME:

2:00 PM - 3:00 AM

CHECKED BY:

AO

60						19_									ER	OF	VE			3									g 15_2700	Name of the last o	CUN
55						_5			_	-	_		_10)				<u>15</u>					20					<u>25</u>		PCT.	PC1
55	60L	_				1000			_			_	1				_						23	$ldsymbol{ldsymbol{ldsymbol{eta}}}$				100		0.0%	100.
55	L	_						\Box	1			_	6//			<u> </u>							P64					1996		0.0%	100.
55																							NAME OF					BOD		0.0%	100.
55	L																	ER					KON!					PE.	0	0.0%	100.
50 X X X X X X X X X X X X X X X X X X X	1000					PH.							88					200											0	0.0%	100.
50	55_	200		5013) - 2010		1																						57.9	0	0.0%	100.
50													N										ISIS					1954	0	0.0%	100.
50						2221																	認識						0	0.0%	100.
50						330																	1766					172	0	0.0%	100.
X		X	19-21		1000	1501																	Nes					MEN N	1	0.8%	100.
X X X X X X X X X X	50 🖸	X	Χ			翻頭							480										KAN						2	1.7%	99.
X					N-12-12-12	UR.									1								1000					Ki G		0.8%	97.
X			X	X	X	X			Т						1	1		£1377											5	4.2%	96.
45		\mathbf{x}						X		X	X	X	X	ĺχ	İχ	X	X						1000								92.
45		X										TX						X	X	X	X	X	X	X	X	X	X	X		26.3%	80.
X												Τx						X	X	X			X								54.
X X X X X X X X X X					X	X	Τx												X	X	X	X	X			- (, ·	1000		18.6%	30.
X X X X X X X X X X					,		Ť		ť			1		1	+^	+^`	 ^ `		 ^`	<u> </u>	 ^`	 ^`	1900	<u></u>	<u> </u>			READ.		2.5%	11.
40	_			X		123			1	\dashv		+-	9100		+	100	1-	100001	-	-										2.5%	9.
40 X					X	X	1 x	X	13	x					1	1	1		-											5.9%	6.
35			^			<u> </u>	1	$\stackrel{\sim}{}$	ť	$\stackrel{\wedge}{\vdash}$	 	\vdash	3535	+	+	+	1	V5 54	_		_							Call S		0.8%	0.
35	7º F	$\stackrel{\wedge}{+}$	-	080 B	_		+		+	-		+	0.00	-	+	+				_					-		 			0.0%	0.
35	-	\dashv	-	010		81016			+	\dashv		+	100	-	+	+											\vdash	14.4		0.0%	0.
35	⊢	\dashv	_			(2532)	2	_	+	\dashv	-	\vdash	100	-	+	+	-	250				-	9E 753.1	\vdash	_	_	\vdash			0.0%	0.
35 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-	-+			-	707000			+	\dashv	-	+-	G252	+	+	+	-	(desi	_	\vdash		_		H			\vdash	STEEL STEEL		0.0%	0.
25	35	\dashv				1000	\vdash		+	\dashv		╆	235	1	+	+	1	CUTSON.			-	-			-		\vdash	500		0.0%	0.
25	33	一	-	_		2692	-		+-	\dashv	_	+	250 to	+-	+-	+		00 TO 10 TO								_		100000		0.0%	0.
25	⊢	\dashv				10000	-		+	\dashv	_	+	Date	_	+	╁	 	\$2500 H	\vdash	_		_	Market N	\vdash	-		\vdash	1000		0.0%	0.
25	-	\dashv	-	-			+	\dashv	╁	\dashv	\vdash	+	+	-	+	+		12.000	-			-		-	-			Deposits Digitals		0.0%	0.
25	-	\dashv	_		_		+-	\dashv	╁	\dashv	<u> </u>	┼		\vdash	╁	╁	-	ESTATE OF	_	-	-			H				1000			
25	20-	\dashv	_			5320		\dashv	╁	\dashv	<u> </u>	╁			+	\vdash	 		-			_		-	_			4.300		0.0%	0.
25	30 F	\rightarrow	-				-	-	╁	-	-	┝		-	-	+		0.000	\vdash			-	100.00	_			_	TAMES .		0.0%	0.
25 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- ⊢	\rightarrow			_		+		╁	-	-	╀	5300	-	┰	-		E Sand												0.0%	0.
25 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-	\rightarrow					+	-	╀	\dashv	_	┼	1856	+-	┼	┼	₩	215-105						_	_			1500.0		0.0%	0.
25 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	-	\dashv	-				\perp	-	+			╀	120	-	+-	-	-	200	_									2900		0.0%	0.
20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	~	\dashv						-	+	\dashv	_	_	1904	-	+	-	-		_				144					6000		0.0%	0.
20 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	25	\dashv				Barrier.	4	-	╀			╄	1000			╄		25/36						_				0.00		0.0%	0.
20 0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	<u> </u>	\rightarrow					-	_	+	_	_		191	-	-		-		_											0.0%	0.
20 0 0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0	L	\dashv				444	\perp		-	_	_	\vdash	140			-			_					_				2		0.0%	0.
20 0 0.0	L	_					-	_	4	_	_	1	19.20	_	_	1												1888		0.0%	0.
0 0.0		_						_	_			_			_	_	_						1123	_				414		0.0%	0.
0 0.1	20	\dashv				12		_	L	\Box													100					NS.		0.0%	0.
		ightharpoonup				9.53			L			_	98			_						32032 70	1500	L.			3			0.0%	0.
		\perp				O LONG																	STATE			387.70		ME		0.0%	0.
						1232				\Box			1819										E							0.0%	0.
													190				100 00	SA										0.81		0.0%	0.
15 0 0.0	15					200												619					\$29h					No. 30		0.0%	0.

UPPER LIMIT 10 MPH PACE: 50 **MPH**

LOWER LIMIT 10 MPH PACE: MPH 41

85th PERCENTILE SPEED:

46.4 MPH

PERCENT OVER PACE: PERCENT IN PACE:

8.0 % MEDIAN SPEED:

44.8 MPH

0.8

98.3

15th PERCENTILE SPEED:

43.2 **MPH**

PERCENT UNDER PACE:

%

%

CITY OF WESTMINSTER

WESTMINSTER BETWEEN MILAN AND RANCHO

DATE: 4/23/2012 SURVEY BY: HP TIME: 2:00 PM 3:00 AM CHECKED BY: AO **CUMMULATIVE PERCENT SPEED** 100 20 80 40 60 60 100.0% 100.0% 59 58 100.0% 57 100.0% 100.0% 56 55 100.0% 54 100.0% 53 100.0% 52 100.0% 51 100.0% 50 99.2% }PACE 49 97.5% }PACE X 48 X 96.6% }PACE 47 Х 92.4% }PACE 80.5% }PACE ---85PCT 46 45 Х 54.2% }PACE 30.5% }PACE - - - - MEAN 44 X 43 11.9% }PACE ---15PCT X 42 X 9.3% }PACE 41 6.8% }PACE X 0.8% 40 X 39 X 0.0% 38 X 0.0% 37 Х 0.0% 36 X 0.0% 35 X 0.0% 34 X 0.0% 33 X 0.0% 32 X 0.0% 31 X 0.0% 30 X 0.0% 29 X 0.0% 28 X 0.0% 27 X 0.0% 26 X 0.0% 0.0% 25 X 24 X 0.0% 0.0% 23 X 22 X 0.0% 21 X 0.0% 20 X 0.0% 19 X 0.0%

UPPER LIMIT	10 MPH PACE:	50	MPH

0.8

%

18 X

17 X

16 X 15 X

PERCENT UNDER PACE:

LOWER LIMIT 10 MPH PACE: **MPH** 85th PERCENTILE SPEED: 46.4 MPH 41 PERCENT OVER PACE: % MEDIAN SPEED: 44.8 **MPH** 8.0 PERCENT IN PACE: 98.3 % 15th PERCENTILE SPEED: 43.2 MPH

0.0%

0.0%

0.0%

CITY OF WESTMINSTER

2012

ENGINEERING AND TRAFFIC SURVEY

	שוליות ו	
SEGM		04

Street Surveyed	Westminster	From:	Rancho		To: Springdale	
Date	4/23/2010	Day: Monday	Time:	3:00 PM	To 4:00 PM	
Weather	⊠Clear	Cloudy	Fog	☐ Hot	⊠Cool	
		_	_	_	_	
Posted Speed Limit (MPH)	□ 25	□30	□35	⊠ 40	□ 45	<u></u> 50
Number of Lanes	□Two	Three	⊠Four	□Six		
Daily Traffic Volume (ADT)	28,700					
Median	⊠Raised	Painted	□2WLT			
	⊠Yes	□No				
On-Street Parking	∐Yes	No				
Bike Lanes	☐ i es	⊠IN0				
Sidewalks	⊠Yes	□No				
Street Lighting	⊠Yes	□No				
Curb and Gutter	⊠Yes	□No				
Number of Driveways	22					
OCTA Bus Stops	⊠Yes	□No				
OCFCD, Channel	□Yes	⊠No				
Street Length (FT)	□ 2640	□ 5280	Other			
Street Grading	⊠Flat	Sloped				
Truck Route	⊠Yes	□No				
Street Width (FT)	□ 60		N	-	Other:	
Road Condition		□80	\boxtimes 100	□120	□omer.	
	□New	∐80 ⊠Good	⊠100 □Fair	∐120 ∏Poor	□Very Poor	
	New	⊠Good			· -	
Mid-block Crosswalks	□New □Yes	⊠Good ⊠No	Fair	— □Poor	· -	
Land Use	□New □Yes □Commercial	⊠Good ⊠No □Industrial	☐Fair	— □Poor al	· -	
	□ New □ Yes □ Commercial □ Yes	⊠Good ⊠No □Industrial ⊠No	Fair Residenti	□Poor	· -	
Land Use	□New □Yes □Commercial	⊠Good ⊠No □Industrial	☐Fair	□Poor	· -	
Land Use School	□ New □ Yes □ Commercial □ Yes	⊠Good ⊠No □Industrial ⊠No	Fair Residenti	□Poor	· -	
Land Use School	□New □Yes □Yes □Yes □Yes	⊠Good ⊠No □Industrial ⊠No	Fair Residenti	□Poor	· -	

Accident Rate per MVM 2.62

Expected Accident Rate per MVM² 3.95

40 MPH RECOMMENDED SPEED LIMIT:

REMARKS:

No Change - Dense Driveways

Accident Data Source: Westminster Collision Database (Crossroads) - January 2007 thru December 2008
 Reference for Expected Accident Rates: 2007 Collision Data on California State Highways (Road Miles, Travel, Collisions, and Collision Rates)

CITY OF WESTMINSTER

WESTMINSTER BETWEEN RANCHO AND SPRINGDALE

DATE: 4/23/2012 SURVEY BY: HP
TIME: 3:00 PM - 4:00 PM CHECKED BY: AO

SPEED 5				1 11	VIC.				1 1				-R (110	IFS				ו ט			70					CUM.
60	SPEED					5						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	_1 \ \	J 1	V L.			,			20					25	VFH	PCT	
55											MA															1920			
55						1,50					a spine					7													
55						1660					3,000						-				201					849			
55						NEO.										2000	32.38				BUS.								
55						199										1525					No.					F335			
50 50 50 50 50 50 50 50 50 50	55					163										0.51	100	1110			600							0.0%	100.0%
50						100					200										1091								
50 45 45 X X X X X X X X X X X X X X X X X X X																(2)/20					T4 88						0	0.0%	100.0%
45	!																				133					103	0	0.0%	100.0%
45	1				-0									7.50			15 - 65863	CONTRACTOR OF	100							Wal I	0	0.0%	100.0%
45 X	50															4					400					A PA	0		
45 X X X X X X X X X X X X X X X X X X X	1															893					居用						0	0.0%	100.0%
45 X										00 0						2010					250						0		
45 X X X X X X X X X X X X X X X X X X X																					113								
X						ESA.																					0		
X	45	X														1363													
X			X	X	X	X					100					Jigji													
X X X X X X X X X X		X	X																										
40	1	Х	X	X				Х																					93.5%
X X X X X X X X X X		Χ	X	X		X	X	X	Х	X	X	Х		Χ	Χ	X	Х	X	X	X	Х						21	16.9%	
X X X X X X X X X X	40	X	Χ		Х	X										X	Х	X	Χ	Х	Х								66.9%
X X X X X X X X X X		Х	Χ		Х	X		Х			X	Х			X	X	Х	Х	Χ	X	X	X	X	X	X	X			
X		X	X	X	X	X	X	X	Х	X	X	X	X	X							152							10.5%	
35 X X		X	Χ	Х												REED.													
25		X		X	X	X	X				300					2019					Service.							4.8%	
25	35	Х	Х								223															報題			
25																MA					1000	_				100			
30						100										12.55					ržito.					500			
15						EST					March 1			acm		10/20					III S								
25					8		_				53		_			1000				_		_							
25	30					196					EZ.	<u> </u>	_					<u> </u>		_	Carl								
25 0 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%						Vige.	_		ļ		HE		_	_									_			933			
25						192					(Fig.)		_	_	_					_			-	<u> </u>		96.1			
25 0 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%					ļ.,			_		_	1920			_		1000						_	_			Nerth			
20		L.,				10.00	_	0.001				H		-		DES.			-										
20	25					1988	_	<u> </u>		_	155	_	_	_	_	LESS.						_	\vdash	<u> </u>					
20					_		_	_			Sign	_	_			200	_		_	_		\vdash	<u> </u>	<u> </u>					
20						100			70000		0.00	-				1566			<u> </u>				-		-				
20 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	1		_				_		-		EEST.	-	_	_	- 1		-	-	-	_			-			(S)(S)			
15 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0		\vdash	_			tref		-	_	_		-	_	-	-		-		<u> </u>	\vdash	0000	-	-		_	2000			
15 0 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0	20	_	_		-		-	_				-				100	-	-	-		STATES		-				\ \frac{1}{\chi}	0.0%	0.0%
15 0 0.0% 0.0% 0 0.0% 0.0% 0 0.0% 0.0%			-		-		\vdash						100						-	\vdash		-	-	-			<u> </u>	0.0%	0.0%
15 0 0.0% 0.0% 15 0 0.0% 0.0%			-	-	_		\vdash	-	-	-	2000 2000			-	-		-	-	<u> </u>	-		-	-	_	\vdash	100		0.0%	0.0%
15 0 0.0% 0.0%		<u> </u>	-	-	-	5250 5350	-	-		-	DESTRUCTION OF THE PARTY OF THE	-	-	\vdash	\vdash	1026		-	-	-		-	-	H		SECTION AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF	0	0.0%	0.0%
	1 45	_		-								-				1953			\vdash	_					-	0.00	0	0.076	0.076
	15							<u> </u>	<u> </u>	Ь,	L .		<u>Δ.</u>	\ <u>\</u> _	HIC	1 -	<u></u>		Ь_	Ц				L			124	0.070	0.070

UPPER LIMIT 10 MPH PACE: 44 MPH

MPH MPH LOWER LIMIT 10 MPH PACE: 35 85th PERCENTILE SPEED: 41.1 8.0 % MEDIAN SPEED: 39.4 **MPH** PERCENT OVER PACE: 15th PERCENTILE SPEED: MPH PERCENT IN PACE: 99.2 % 37.6

PERCENT UNDER PACE: 0.0 %

CITY OF WESTMINSTER

WESTMINSTER BETWEEN RANCHO AND SPRINGDALE

DATE: 4/23/2012 SURVEY BY: HP
TIME: 3:00 PM - 4:00 PM CHECKED BY: AO

274-174-17	IIME:	3:00 PM		00 PM	CHECK	LDDI.	AO	b)	
			CUM	MULATIVE PERC	ENT				
SPEED		20	40	60	80		100	400.004	
60							X	100.0%	
59							X	100.0%	
58							X	100.0%	
57							X	100.0%	
56 55 54 53 52							X	100.0%	
55						i	X		
54							X	100.0% 100.0%	
53							X	100.0%	
51							X X		
50							$\frac{\hat{x}}{\hat{x}}$		
49							x	100.0%	
48							x	100.0%	
47							x		
46							x		
45						1000	$\frac{\hat{x}}{x}$	100.0%	
44							X	99.2%	}PACE
44 43 42							х	95.2%	}PACE
42						١,	<u>د</u> ا	93.5%	}PACE
41		-				×	`	83.9%	}PACE85PCT
40					Х			66.9%	}PACE
39		l		x				40.3%	}PACE · MEAN
39 38 37		x		*···		ē		19.4%	}PACE
37	X							8.9%	}PACE15PCT
36	X	1						6.5%	3PACE
35 X	(1	1.6%	}PACE
34 x 33 x	(0.0%	•
33 x						1		0.0%	
32 X	(0.0%	
31 x	(0.0%	
30 X	(0.0%	
29 X	(0.0%	
28 X	(1		•				0.0%	
27 X	(1						0.0%	
26 X	`		Sec. Astron					0.0%	
25 X	(0.0%	
24 X	(0.0%	
23 X	Ç,							0.0%	
22 X								0.0%	
21 X								0.0%	
20 X								0.0%	
19 X	(0.0%	
18 X	(0.0% 0.0%	
17 X								0.0%	
16 X								0.0%	
15 X								0.0%	

UPPER LIMIT 10 MPH PACE:	44	MPH			
LOWER LIMIT 10 MPH PACE:	35	MPH	85th PERCENTILE SPEED:	41.1	MPH
PERCENT OVER PACE:	0.8	%	MEDIAN SPEED:	39.4	MPH
PERCENT IN PACE:	99.2	%	15th PERCENTILE SPEED:	37.6	MPH
PERCENT UNDER PACE:	0.0	%			